

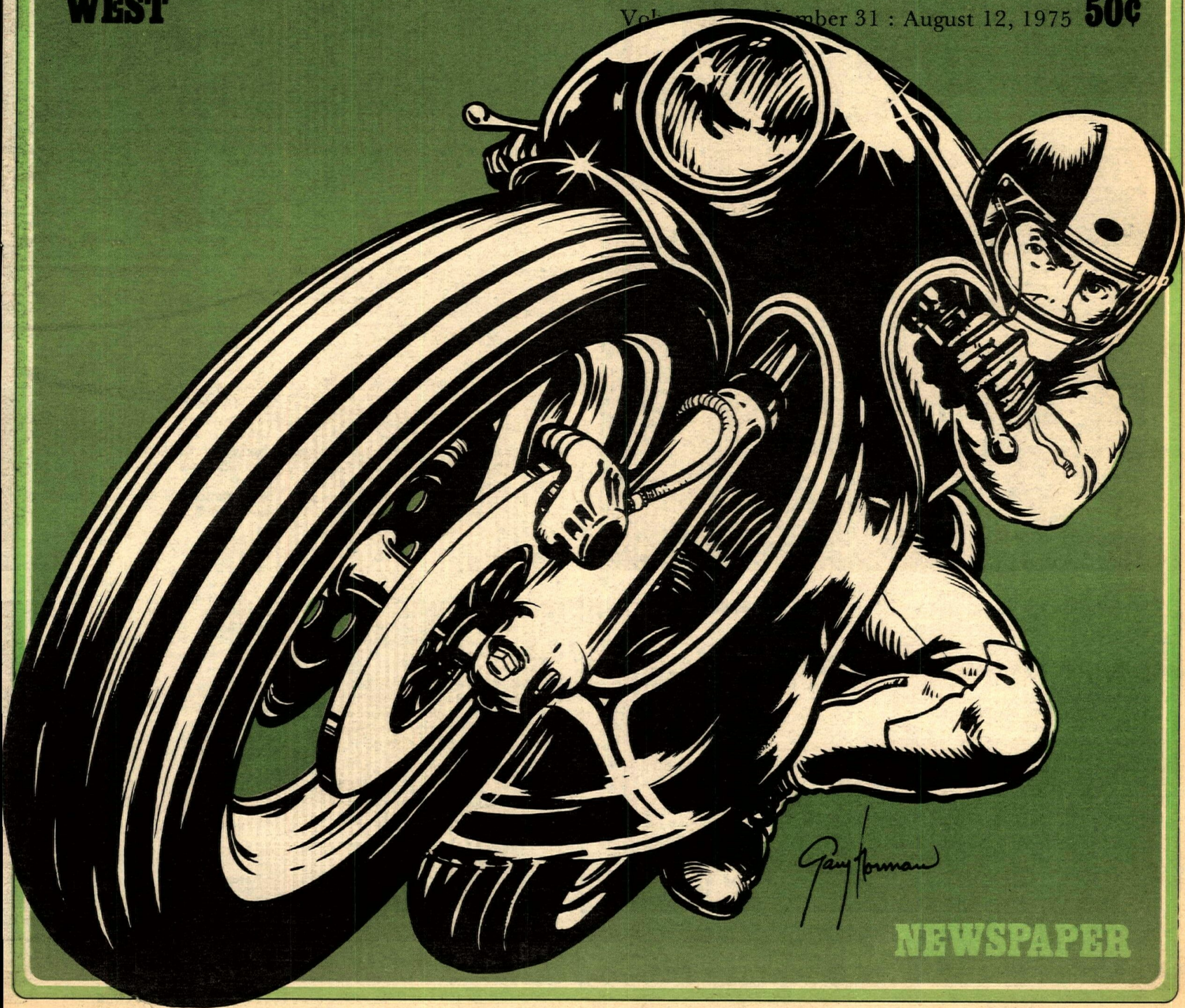
Roberts doubles Laguna Seca

E.C. Birt: Modify your kid's YZ80
Smith, DiStefano clinch MX titles

CYCLE NEWS[®]

WEST

Vol. 1, Number 31 : August 12, 1975 50¢



NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Dangling about Ken Roberts' rear axle is one *very* expensive sprocket. Fracture occurred all the way around at once, during heat at Ascot TT. Steve Droste has an identical one.

Kawasaki had Yvon DuHamel testing their "foobar" (parallelogram) suspension system on a water-cooled 750 at Riverside Raceway July 29. Stopwatch watchers say "Super Frog" went faster around Riverside than he's ever gone before. We know the bike works, but when Kawasaki will first race it remains a mystery.

AFM's recent \$1500 purse road race was so successful that some club officials are seriously considering offering purses at all AFM Los Angeles chapter races.

David Aldana's Suzuki shifts on the right. When he went to try out Pat Hennen's bike at a Riverside Raceway test session, he couldn't get it started because he kept trying to put it in gear with the brake lever.

Famed tuner Kevin Cameron brought his Boston Cycles TZ 750 to Riverside

to test before Laguna Seca. After turning faster lap times than other makes of racers at the track, the motorcycle seized, rider Ron Pierce crashed into the Turn Nine wall, and Cameron hauled away the pieces. "The next time we set wheel on asphalt will be at Ontario," Cameron sighed afterwards.

When asked why he does not use air/oil front forks, Nils Nilsson of Team Husqvarna replied, "Springs don't leak."

If you send 25¢ to WD-40 Company, 1061 Cudahy Place, San Diego, Calif. 92110 they will return to you a 1.5 ounce sample of WD-40. The 25¢ is to cover postage and handling.

Ever wonder where the Sierra Club gets most of the money they use to chase us around the desert? They invest in companies like Exxon, General Motors

and other firms involved in strip mining, offshore oil drilling and timber cutting.

Resolving Inland Speedway's sanctioning hassle may have also paved the way for SRA/AMA unification. A study group has been formed to determine the feasibility of a "national sanction body" for Speedway, by January, 1976.

At the same time that Speedway is considering going truly national, a group of Eastern investors are said to be developing an all-American four-valve speedway engine.

How do we go-go editors stay awake on those all-night drives back from races? The *Lame Camel* pops Ex-Lax. "Sure keeps you running," he says.

Didn't realize there was so much money to be made in Hogs. Jerry Branch says he shipped more Mikuni carburetors than Sudco and several other distributors combined last year — all to Harley dealers.

There will be a public hearing on the "California Transportation Plan" (they have one?) at 9 a.m. Thursday, August 28, Rm. 211 in the Los Angeles Convention Center. Copies of the plan (ought to be heavy) can be had by writing California Dept. of Transportation, Dist. 7 Office, 120 S. Spring St., Los Angeles, Ca. 90012.

Michell Combes, factory rider for Montesa, has clinched the French motocross championship on a 360cc prototype which, according to our sources, may be available in the U.S. during 1976.

At Anderstorp, Sweden (site of the Swedish TT) they have a computerized timing system that spits out the complete race results along with laps completed, time behind leader, and fastest lap for each rider. Trick.

When Walter Villa's contract with Harley-Davidson runs out this season, he may begin riding for the family firm. Having gotten a motocrosser into production for the U.S. market with a Class C tracker soon to follow, their efforts return to their first love, road racing. In the works — twins and multis (two stroke) from 250 to 750cc, a watercooled cylinder for the 250/360 single that may appear first on a short tracker, and a twin-carb, twin pipe road race cylinder for the single.

BLM has acknowledged with thanks the help of DRA and the SoCal MC in setting up environmental test plots to determine recovery rates and rehabilitation methods for terrain damaged by off-road vehicles.

This test-plotting is a good sign, as the BLM and others are willing to admit that nobody really knows how critical ORV damage is to the desert ecology. The only thing that's certain at this time is that the visual scars of ORV activity set the Sierra Clubbers' emotions on edge.

We note that the famous (or infamous) blunt-nosed leopard lizard got mentioned again, this time in a slam against ORV activity in Ballinger Canyon printed by the Santa Barbara paper.

What buggers Papa is that at Saddleback Park, which has to rate as some kind of disaster area, lizards, rodents, birds and other foraging fauna are super-abundant. Could that be because predator losses far outweigh the loss of habitat and other damage claimed against motorcycles, and the motorcycles drive off predators? Wonder when all the self-styled experts will develop some perspective about this thing.

Gerrit Wolsink scored a 1-2 to win the 500cc Netherlands Motocross GP. The Team Suzuki rider is now only 13 points behind Husqvarna's Heikki

PATTI TROTTER



After winning everything in sight after his Superbowl victory, John Smith has had a bit of bad luck. During a CMC race at Carlsbad John crashed and broke his foot. Unfortunately this happened just days before he was to do some bike testing for U.S. Suzuki. Too bad John, get well soon.

Mikkola for the second place position. With only four motos left in the 1975 season Wolsink needs a first and a second to tie for second place or two firsts to take it.

CMC motocross at Irwindale, Ca. will return to a \$400 guaranteed purse during August.

HosPital Stop: Popular Div. III speedway rider took out at least four feet of Inland Raceway fence, suffered a concussion, dislocated his shoulder, and underwent two hours surgery for a broken ankle. Mike Manley No. 217 is recovering in Rm. 7307 at Loma Linda Hospital — Also recovering, but slowly, is Mike Renslow, injured critically at the Sacramento Mile. Credit Ed Meager of Nat'l Motorcycle Patrol for saving Mike's life by stopping blood flow from a severed artery. Send cards to Sacramento Medical Center, 2315 Stockton Blvd., Sacramento, Ca. 95817.

Len Vestal, long a pillar of District 36 is dead at age 58 of a heart attack.

CLUCK, BURP, AND RING-DING DEPT: The AMA National Motocross circuit has picked up three new sponsors — Pepsi Cola is backing the August 24 125cc National at San Antonio, Texas, Popeye's Fried Chicken will support both 125cc and 500cc Nationals at New Orleans September 1, and the August 24 500cc National at Ravenna, Ohio will be the "CZ 500."

Inspired by the Jerry Lewis Telethon and thinking "I could do something to raise money for crippled kids," AMA Expert Carroll Ray will ride 500 laps of the Clackamas, Oregon Sidewinders' TT course on August 17 for Muscular Dystrophy. The AMA is getting behind his effort, so if you want to support it, send donations c/o the AMA to "TT for MD."

Pacific Qualifiers for the Can-Am series will be August 24 at Argyll Park, Dixon, Calif. August 31 at Carlsbad Raceway, Carlsbad, Calif. and Sept. 14, Puyallup Raceway Park, Puyallup, Wash.

Remember the controversy over the Ellis Honda that was thought to have won the recent Baja 400 and then disqualified? Well, photographs taken at the start and the finish seem to reveal that two bikes were used. Only the wrinkles in the stick-on numbers were different.

Jim Manning is planning a motorcycle tour of Lion Country Safari in Southern California. That's where the signs say "Trespassers will be eaten." A MOTORCYCLE tour?

Sign on a van at the races: "Welcome! Keep Out!"

If you want one of the new Harley-Davidson SX MX Specials, better hurry to your dealer. Only 50 will be sold.

Quoth Gary Scott, "I tell you one thing, if I don't get hurt and I continue to finish high, it's going to be pretty hard for (Kenny) Roberts to catch me. He'll have to win at least four or five races and I don't know if he can do it." Scott led Roberts in the Grand National Championship tally by 23 points when he said that.

Barry Sheene has come back from his 175 mph crash at Daytona and turned into the person to beat on the International GP circuit. Sheene has just added the Swedish Two-Day to his string of victories, winning both the 500cc race on Saturday and coming back on Sunday for the 750cc race. Sheene is definitely in the hunt for the World Championship.

With their tongues in their collective cheeks, the Maywood MC have presented the Desert Donkeys with the "Order of the Ass." This dubious honor was presented to Mr. Sandy Barber.

Here it comes, ready or not! Indoor ice racing will be introduced to the warmer climates when Media Max hosts the spike-tire set at the Long Beach Arena in the fall. Watch Cycle News West for details.

In the aftermath of Rick Hocking's TZ750 dirt tracker debut, Ken Roberts says he'll put a similar machine on the mile only if he's forced to by the competition. "I'm not anxious to see them (two stroke multis) come in; I think they could ruin mile racing like they have road racing."

Mike Hammett, injured in the May 25 Plymouth MX is still in Kaiser Hospital, 2025 Morse Ave., Sacramento, Calif. 95825. Cards of encouragement would be a big help to Mike's morale.

Streams near Soledad Campground, a favorite Southern California riding area are the habitat of the Stickleback fish, an endangered species. U.S. Foresters are leaving the area open to off-road bikers, but please don't ride down the middle of the streams or we'll lose the place. You're on your honor.

In the July 6 French 250cc MX GP Maico meister Adolf Weil and CZ works rider Zdenek Velky traded moto wins with Velky's two-one score topping Weil's one-three on the overall points table. Bultaco's Jim Pomeroy put together sixth and eighth placings to add eight GP points to his season total. With only three rounds remaining, the battle for the championship is shaping up to be one of the best in years.

Bultaco swept seven of the top 10 places in the July 13 World Championship Trials round in Canada. Finnish rider Yrjo Vesterinen led a trio of Martin Lampkin and Charles Coutard to victory with Montesa rider Malcolm Rathmell in fourth.

Norton-Triumph drops '75 race program to trim costs

In a move aimed at streamlining operations and trimming current cash flow, Norton-Triumph announced August 1 that it would cancel its factory effort for the remainder of the 1975 season. Team riders on the AMA National circuit (Mark Williams, John Hateley and Rob Morrison) will be given all their present equipment in hopes that they will continue to race the marque as privateers.

What plans, if any, the factory has for 1976, were not revealed.

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ON THE FRONT PAGE: Take one well-used roadburner, one jaded rider, a pinch of stardust and — SHAZAM! Cover art by Gary Norman.

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VOICES OF THE WEST

Attention flagmen!

In the July 29 issue of "Cycle News", is an article by Lane Campbell regarding the Sacramento Mile (held on July 20). There is a statement that "Guthrie laid it down in turn three on the warmup lap after the water truck had doused the groove."

That statement is right and wrong. Pat Guthrie did lay it down and the track was wet, but he did so in a strong effort to avoid plowing into *two* riders already down. The reason he came through as fast as he did was because the course flagmen were not paying attention to the turn they were responsible for covering! I was there, in turn three, as a member of the National Motorcycle Patrol. We are extremely safety conscious and we were fearful for our safety all that day until, finally, we began to use one of our own members for flagging due to the inattention of the people who were supposed to be performing that service.

I am writing you about this incident because I'd appreciate your printing a message — To all flagmen: People's lives and machinery are your responsibility. If you don't wish to accept that responsibility, *don't* accept the job!

MS. TEDDI SUTTON
Daly City, Calif.

Backwash

What is happening to Carlsbad Raceway? That place is filthy. The porta-cans are so full that if you try to use them they backwash. That's filthy.

Every time I try to get an answer about this problem I just get the brush off. Also the Rent-a-cops come down hard on people trying to sneak in but play blind when minors are drinking and smoking dope. I'd rather see someone get in free than mess themselves up with drugs and booze.

TRACY JACOBS
Orange, Calif.

Junior skidders appreciate

The Junior Speedway Racing Association would like to express appreciation to the Southern California track promoters who have included junior speedway in their racing programs. Special thanks go to Harry Oxley, of International Speedway, whose increasing support has assisted the continuing growth of junior speedway.

A big Bronx cheer to all the promoters who haven't yet discovered the thrill of this crowd-pleasing sport.

MIKE BLOOM, PRES.
JOE DONALDSON, V.P.
JSRA
Costa Mesa, Calif.

Minor corrections

There are a few misleading errors in the "Elsinore Desert Survival Manual" which these corrections should clear up.

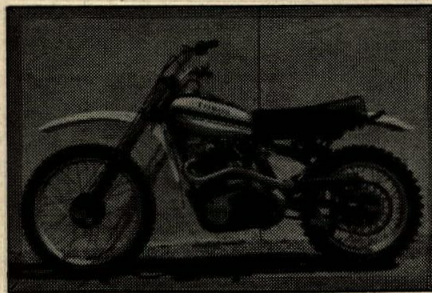
1. The cost of motor mount bushings is around \$15, not \$153 as published.

2. In figure 5, the unlabeled arrow should have been labeled "air breather hole". Unless this hole is left

unobstructed by the inner needle valve nut, no air will flow through the valve.

3. In figure 6, only the inner bracket is "stock". The 5/16 in. bolt replaces the stock 6 mm Honda bolt.

WILLIAM T. DELHAGEN
Manhattan Beach, Calif.



Trimaha

This is my masterpiece. It is a 1975 Yamaha 250cc Mono-Shock, minus the small power plant. A complete 750cc "Triumph" motor was slipped in its place. Now it has 60 horsepower and super light, around 270 pounds. Created by:

LARRY LAINE
1053 Crestview Drive
Millbrae, Calif. 94030

Public distress

The state of Oregon hosts some fine professional motorcycle events (races), put on by, as usual, some promoters that know what's happening and some that do not. Whether or not they make use of a professional announcer always seems to be the key as to whether or not the public stays informed, enthused, and happy enough to return. The announcer can certainly be the key to a successful race meet.

Thus the reason for this letter is to let these people in Oregon/Washington know that we have one of the best professional motorcycle race announcers going, in Portland's Mr. J. K. Lacey. For years and years he announced the Sidewinders TT's, all of Salem's half-miles, MXs, and road races. Now however, promoters use other people; disc jockies, club members, even a used car salesman. Why a promoter would short-change the paying public and use these fast-talking know-nothings is beyond me. Perhaps these promoters do not know of him, but it's time they did.

I hope they hear me in Medford, Roseburg, and Clackamas.

ROGER ERICKSON
Portland, Ore.

Road Rashers lament

Lately I feel that your coverage of local road racing events has been pointed towards the wrong events. Generally when enthusiasts talk about road racing they are talking about the big bucks, all out, 750 GP class — not the 125 GP or the 250 GP classes.

If one looks back over a dozen or so Cycle Newses you will note a absence of coverage of the local 750 GP class. You practically ignored Marty Lunde, one of

the best racers around, when he was running our local races. At first you weren't even aware that he unofficially broke the track record at Ontario. What about Wes Cooley Jr.? He has been doing a tremendous job lately.

I am not saying to stop covering the, very exciting 250 GP battles, just divide your coverage more equally between the all out Open GP and the hopped up street bike 250 GP classes.

TED ZAHORSKI
Lakewood, Calif.

A TZ 250 is a hopped-up street bike? If you say so... Ed.

Give us a break

Re Donald Murchie's editorial in the July 29 issue: I am pleased to note a Sierra Club member who is capable of maintaining a rational dialogue with other human beings. I appreciate Mr. Murchie's love and concern for the desert. I, (a desert racer), also love the desert, hard as that may be for some environmentalists to understand.

If the members of the Sierra Club want to make a true and lasting contribution to the environment and to us people who love and respect our land, they certainly can find a more deserving target than the desert racers. It's difficult to fight government, megabuck corporations, and natural disasters, so unfortunately we have become their frustrated outlet.

LAURA MADDOCK, a.k.a.
M. Thunderpussy
Hemet, Calif.

It is especially hard to fight corporations in which you have invested your money, as the Sierra Club has... Ed.

A special thanks

I would like to say thank you to all the people who sent me cards and came to visit after my accident was mentioned in Papa Wealey. All those good wishes sure help when you know you have to be out of commission for a while.

I have been moved to Rancho Los Amigos for extensive therapy and I am in Building 703, Room 72 and can have visitors any time after 10 a.m. The phone number is (213) 922-8322. Although I did my thing on water skis and not on a bike, it's nice to have your kind around.

CHARLIE HOCKIE (Hochderffer)
Los Angeles, Calif.

Saddleback Trans-AMA date

I would like to know the date of the Saddleback Trans-AMA race. And I want you to know that you have a great magazine.

ROBERT REID
Long Beach, Calif.

Saddleback, the last of the year's big motocrosses, happens on November 30, 1975. Thanks. We know... Ed.

Road rider thanks

We were involved in a bad bike accident on July 20th. We would like to thank the riders who stopped and helped us at the scene of our accident on Sir Francis Drake Blvd., after leaving Inverness. Especially Jack Baker, Martin Seigal, Tom and Margo Brown, and many more whose names I can't recall. It's nice to know that there are fellow riders who care.

KEN MULLINS (AFM No. 163)
BARB LINCOLN
Pleasant Hill, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

THE LOOK OF A WINNER.

Champions, it is said, are made—not born. Made from work and more work, more push-ups, more time on the track when everyone else has gone home, saying to themselves "take it a little faster next time," working harder, living it, breathing it, winning it. Winning the most. Winning consistently.

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And on August 3rd, in West Virginia, Marty Smith clinched the #1 plate again.

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The pack in the Junior Final winds its way down through the Corkscrew.

Yvon tumbles; Kennys

By Jack Mangus and Lane Campbell

MONTEREY, CAL., AUG. 3

Grand National Champion Kenny Roberts scored his second consecutive Laguna Seca win after a very swift Yvon DuHamel unload-

ed while holding a 10-second lead on the 29th lap of the 40-lap Monterey Superbike International road race. The win earned Roberts 165 points and leaves him 221 points behind Gary Scott.

The lengthy interlude between Daytona and Sunday's race was put to good use by the men responsible for the various factory-backed machines. Kawasaki stole the show when they unloaded a green meanie for Yvon which was equipped with a parallelogram swingarm rear suspension system. DuHamel practiced on the bike and when questioned about how it was

working pointed to it and said, "It's like riding a Cadillac." The engine mounted in the trick unit was down on horsepower though, and the Canadian rider opted for a Kaw with conventional suspension.

The five-lap qualifying heats-grid position determiners were run; and Suzuki's David Aldana walked away with the first, followed by Yamaha-mounted Gene Romero and Pat Evans. Gary Scott unveiled the Harley-Davidson 500cc twin in less than spectacular fashion as the Italian built 2 stroke was pulled off the starting grid at the two-minute mark with a broken hose clamp between a carb and the

manifold. Scott, who was seeking to pad his bulging point lead over Roberts, got underway two laps down on the field and finished up dead last-16th.

Heat two provided the 40,000 spectators the first of the day's Roberts/DuHamel wars. Roberts took the win with a two-second margin. They were followed across the line by Yamaha Motor Canada sponsored Steve Baker.

Roberts occupied the pole for the National with Aldana, DuHamel, Romero and Baker joining him on the front line. The wave of the green from starter Bouncing Bob Malley saw Yvon pull a holeshot on the field; and at the end of one tour of the twisty nine-turn course the order was DuHamel, Roberts, Aldana, Romero and Baker.

Lap two provided one of the many "magic tricks" of the weekend, this time courtesy of Roberts. Coming out of turn nine, a relatively slow 90 degree entrance to the front straight, Roberts, in an attempt to pull up even with DuHamel, got all but totally sideways.

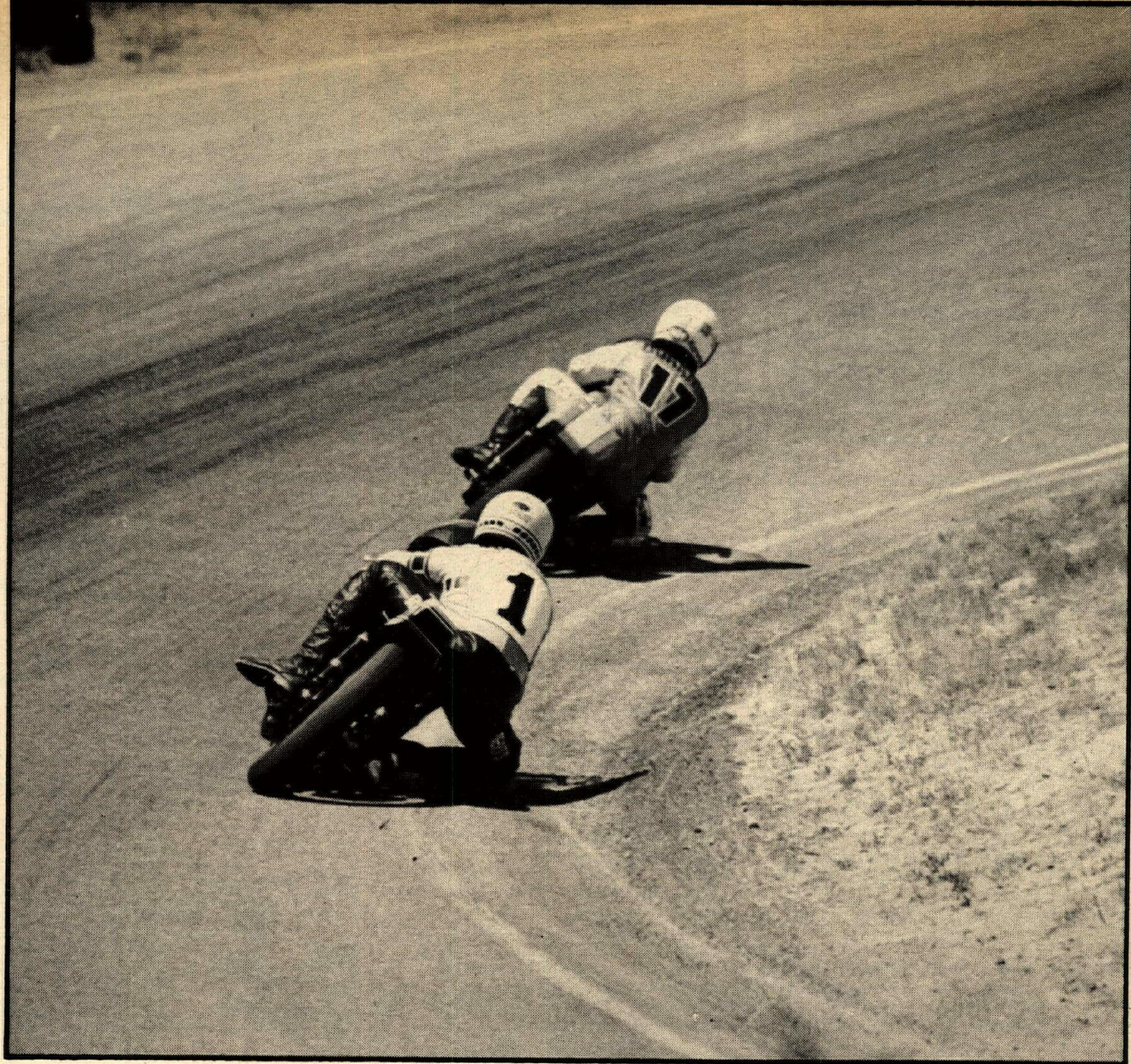
The pair continued to dice as they pulled away from Aldana, who in turn was opening up space on Romero and Baker. On the fourth lap Aldana's Suzuki began to pop and the following

lap Aldana became a DNF when his bike seized.

Roberts worked past DuHamel on the sixth lap and the pair began to lap backmarkers. Behind them a race-long fight for what everyone thought would be the show position started shaping up. Baker, Romero, Armor-All sponsored Steve McLaughlin, Boston Cycle sponsored Ron Pierce, Suzuki's Pat Hennen and Levi Strauss sponsored John Boote, hailing from New Zealand, began to mix it up.

DuHamel got back around Roberts on the 17th lap and by the 20th lap had built the average speed up to 94.410 mph. Romero led the group of third-place seekers but retired from the race on lap 25 when his Yamaha, according to Kel Carruthers, "apparently seized." Carruthers was quick to point out following the race that Romero's DNF was the first suffered by the Yamaha team due to internal problems with the TZ700 and 750cc series bikes.

Roberts was home free after DuHamel crashed in turn six. Yvon suffered a broken finger in the get-off which was apparently caused by a large amount of oil being dumped from his engine.



PHOTOS BY JEFF PECK AND LANE CAMPBELL

Roberts and Duhamel started their battle in the heat races and kept it going until Duhamel crashed in the Expert Final.

cores

With victory conceded to Roberts, who put Scott two laps behind him on the following lap, all eyes focused on the race for second. Baker and Pierce took turns holding down the runnerup spot, but it was an unheralded John Boote who slipped by at the checkered flag.

When Roberts took the checkers he had lapped all but the second-through sixth-placed riders. The National victory, which followed his earlier 250cc Combined race win, was accepted by the reserved ace in much the same way normal mortals accept paychecks. When asked during winner's circle ceremonies what he planned to do in the immediate future, Roberts answered, "Go get something cold to drink."

Now it's back to dirt and it's Gary Scott and Harley-Davidson with the horsepower advantage. It's gonna be interesting. Stay tuned.

Results

PROVISIONAL: 1. Kenny Roberts (Yam). 2. John Boote (Yam). 3. Steve Baker (Yam). 4. Ron Pierce (Yam). 5. Pat Hennen (Suz). 6. Steve McLaughlin (Yam). 7. Hurley Wilvert (Yam). 8. Randy Cleek (Yam). 9. Pat Evans (Yam). 10. Don Castro (Yam). 11. Mike Devlin (Yam). 12. Phil McDonald (Yam). 13. Gary Scott (H-D). 14. Len Fitch (Yam). 15. Doug Libby (Yam). 16. Bart Myers (Yam).

John Boote made a worthwhile trip from New Zealand to take second.



17. Reg Pridmore (BMW). 18. George Miller (Yam). 19. Bob Wakefield (Yam). 20. John Clark (Yam).
WINNER'S TIME: (40 Laps, 76.00 miles): 49m 06.567s.
WINNER'S SPEED: 92.822 mph (new record). Old record was 92.68 mph.

"CAMEL PRO SERIES" POINT STANDINGS: 1. Gary Scott (H-D) 872 points. 2. Kenny Roberts (Yam) 651. 3. Jay Springsteen (H-D) 464. 4. Rex Beauchamp (H-D) 349. 5. Greg Sassaman (H-D) 328. 6. Corky Keener (H-D) 313. 7. Gene Romero (Yam) 296. 8. Hank Scott (Yam) 286. 9. Randy Cleek (Yam) 282. 10. Steve Baker (Yam) 266.

"Don't call me Stevie" Baker's boogie, KR 250s show class

Steve Baker (Yam) from Bellingham, Washington led the first half of the

Third Annual Kenny Roberts Benefit 250 race, and the KR 250 Kawasakis (with Yvon DuHamel and Ron Pierce up) showed competitive form for the first time this AMA National season. The Yvon-Ron team actually held Roberts bracketed in third for the first five laps after Roberts had passed a slowing Gary Scott.

The holeshot lead had gone to Baker and DuHamel, with Scott, Roberts, Pierce, Don Castro, Wes Cooley and the whole gang following up the hill. On the third lap Roberts cut under Scott, and DuHamel could only hold Ken off to lap six. Pierce and Castro went by Scott nose-tail as Gary visibly slacked off. Even so, there was a considerable gap between Scott and seventh place man

Pat Evans, riding in the middle of a scrambling covey containing Dale Singleton, Mike Clarke, and AFM (California) champion Rudy Galindo. Cooley sagged back into this group early, then dropped further after Galindo passed him on lap four.

Things stayed hot in this group as Evans ran as far back as 10th before making a comeback, followed by Cooley. Between them, they finally put Galindo and Singleton behind, but it was a scramble, especially in the slippery-slidy spots near the top of the corkscrew and down at turn nine where everyone got way out of shape at least once during the rush.

Roberts got the lead on lap 10 and cooled it. Baker got sideways a couple times trying to catch Ken and then cooled it, too. DuHamel likewise, and Ron Pierce was fourth all by his lonesome. Don Castro and Gary Scott had stayed nose-tail the rest of the race, and finished more or less in formation.

Dale Singleton, who was having a busy day, was first Junior.

Jim Dunn, of Everett, Washington, crashed hard in turn four and was taken out in the ambulance during the closing laps, shaken up pretty thoroughly. He was admitted to the nearby hospital for observation, though nothing seemed to be broken.

Results

1. Kenny Roberts (Yam). 2. Steve Baker (Yam). 3. Yvon DuHamel (Kaw). 4. Ron Pierce (Kaw). 5. Gary Scott (H-D). 6. Pat Evans (Yam). 7. Wes Cooley (Yam). 8. Dale Singleton (Yam). 9. Mike Clarke (Yam). 10. Rudy Galindo (Yam). 11. Bob Endicott (Yam). 12. Skip Aksland (Yam). 13. Bart Myers (Yam). 14. Mike Devlin (Yam). 15. John Clark (Yam). 16. Ken Botham (Yam). 17. Allan Engel (Yam). 18. Bruce Lind (Yam). 19. Greg Sassaman (H-D).
WINNER'S TIME: (20 Laps, 38 Miles): 25m 21.151s.
WINNER'S SPEED: 89.932 mph.

East Coast Juniors shine

Two easterners and one venerable Harley reeking with history shone outstanding in the 20-lap Junior Final. Greg Sassaman, still sore from a practice crash on the H-D 250, was mounted on Cal Rayborn's old XR-750 V-twin, the very chassis that Calvin rode to win the first Superbike National at Laguna Seca in 1972.

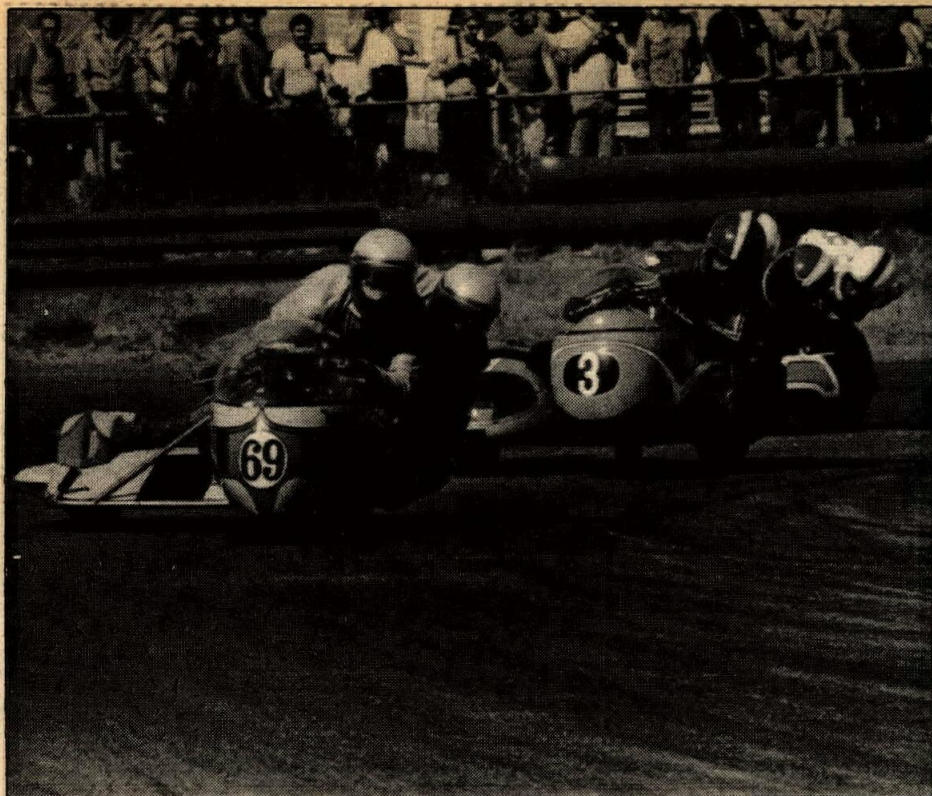
When Dale Singleton and Skip Aksland drag-raced off the line and disappeared around the hill, all eyes turned to the second wave, where Sassaman, coming from about a sixth place start, picked off two opponents between turns two and three. Singleton, after tucking in ahead of Aksland, pulled away and rode out of sight of the Junior field. Behind, Aksland cleared away from a scrambling group led by Frankie Juhan and Richard Chambers, with Phil Frank and Fred Walti bottled up behind.

By the second lap, Sassaman, going faster all the time as he and the old Harley settled in together, had cleared away from the second wave and was nibbling at Richard Fuller and others in the first group. Lap five, Singleton had a seven second lead, circulating in the low 1:15s, then Aksland, while Walti and Frank both got by Juhan and Chambers. The latter two continued to swap about as they lapped other traffic the rest of the race. Walti started moving a few laps later, passing Franks and hauling in Aksland about the time Kevin Stafford went off on turn four.

Walti surprised Aksland as the two were lapping a whole gaggle of back-markers, as Skip was lulled into believing (for a while) that they weren't on the same lap. Skip retook the position briefly a couple laps from the end, but Walti passed again in traffic to hold down second at the checker. Frank finished fourth, many seconds down, and Chambers led a scrappy Juhan across next. Greg Sassaman, who had been reeling people in one by one all race (and still on the same lap with Singleton) passed Rick Hocking in the closing laps to nail 12th behind Kurt Lenz (Kaw) who was the first non-Yamaha rider to finish.

Results

1. Dale Singleton (Yam). 2. Fred Walti (Yam). 3. Skip Aksland (Yam). 4. Phil Frank (Yam). 5. Richard Chambers (Yam). 6. Frankie Juhan (Yam). 7. Ed Eaton (Yam). 8. Steve Mallonee (Yam). 9. Alan Barbic (Yam). 10. John Talarico (Yam). 11. Kurt Lenz



SoCal boys Jim McNeal/Sky Kerly made it three in a row by winning the 1975 U.S. Sidecar Championships. Second place finishers (3) Rod Hudson/Bob Thompson.

(Kaw). 12. Greg Sassaman (H-D). 13. Rick Hocking (Yam). 14. Storme Winter (Yam). 15. Scott Erickson (Yam). 16. Gregor McRae (Yam). 17. Cory Ruppelt (Yam). 18. Richard Williamson (Yam). 19. Ron Mass (Yam). 20. Robert Nichols (Yam). 21. David Burchards (Hon).
WINNER'S TIME: 25m 39.865s.
SPEED: 88.839.

Baeder wins a hairy Novice race

Mike Baeder, after a race-long duel with Vince Mead, won his first big-time Novice road race, but it was a hairy, trying day for the crowded Novice class. Laguna Seca is unforgiving at best, as the front straight spits you into a series of 85 to 110 mph bends, and there are only two sets of slow corners on the relatively short 1.9 mile course. Add to that the surface hazards: Car-induced suspension ripples in the pavement, often in places where the cornering loads and natural camber of the track have the suspension bottomed; striped angled curbing near the apex on two corners; and rows of disastrous car-control ridges on the outside of turn four.

There were two qualifying heats to make up a 60-rider final out of well over 100 Novices entered. In the second five-lap heat several bikes tangled and went down between turns two and three. Steve Souter, trying to get up and run from the track, was struck by a following rider and killed instantly. Peter Newell suffered a broken arm in the same multi-bike incident. As it was unclear at first what had happened, the red flag was displayed briefly enough to confuse some riders, yet the race went the full five laps. After the Junior heats, it was decided to re-run this Novice heat from the beginning.

The Novice Final was interrupted also, after several crashes. The red flag came out when officials decided there was too much spilled fuel between turns two and three. As it turned out, sidecar practice (held as the cleanup progressed) dumped oil the entire length of turn eight, and turn nine became slippery with both oil and rubber as the heat of the day really got onto the pavement.

So, when the Novices were waved off from a single-file restart (the file degenerated considerably as the one-minute board went sideways) everybody on the sidelines crossed their fingers and prayed. They all made it through lap one upright, with Vince Mead leading Harry Klinzmann and Mike Baeder by a short margin. Klinzmann, who had made hay on the restart (having been bottled up in traffic originally) made repeated lunges at Mead entering turn nine, finally powered by up the front straight. Then at about the halfway mark, with Mead pressuring him relentlessly, Klinzmann locked it up braking for turn nine and slid down in the apex, forcing Mead

outside into the over-run area. Mead got back on the track, still ahead of Mike Baeder.

This was an action spot all race. Three riders, trying to occupy the same spot in the early laps, tangled and fell in such a heap that it took several track workers to sort out the mingled bikes and bobs as the rest of the field either split around them or slid into the over-run area with both wheels locked. Of the three, Larry Legarra managed to restart, Don Muir hopped away on a sprained ankle, and Steve Arnold packed it in for the day.

Almost unnoticed in the melee was dirt track rookie Expert and National winner Jay Springsteen on a Vista-Sheen H-D 250, who by halfway was lying eighth, steadily working up in traffic.

Mike Baeder slipped inside Mead in turn nine and shut the gate down the straight. They continued to run nose-tail through the lapees trailed by Gill Martin and Jay Springsteen, who now was fourth. Another hot dirt-tracker, Dan McWhorter, was holding Dwight Lyon at bay behind.

White flag out, Mead made one last bid at turn nine and almost lost it, and people began to sigh with relief. Then Norman Fraijo dropped his bike in the middle of turn nine and the resulting surprise roadblock forced several last-minute place-changes — the most frustrating of which must have been the two places it cost Dave Garrou to pass the downed bike outside, after working his heart out in mid-pack to win position after position on a four-stroke Vanguard Honda.

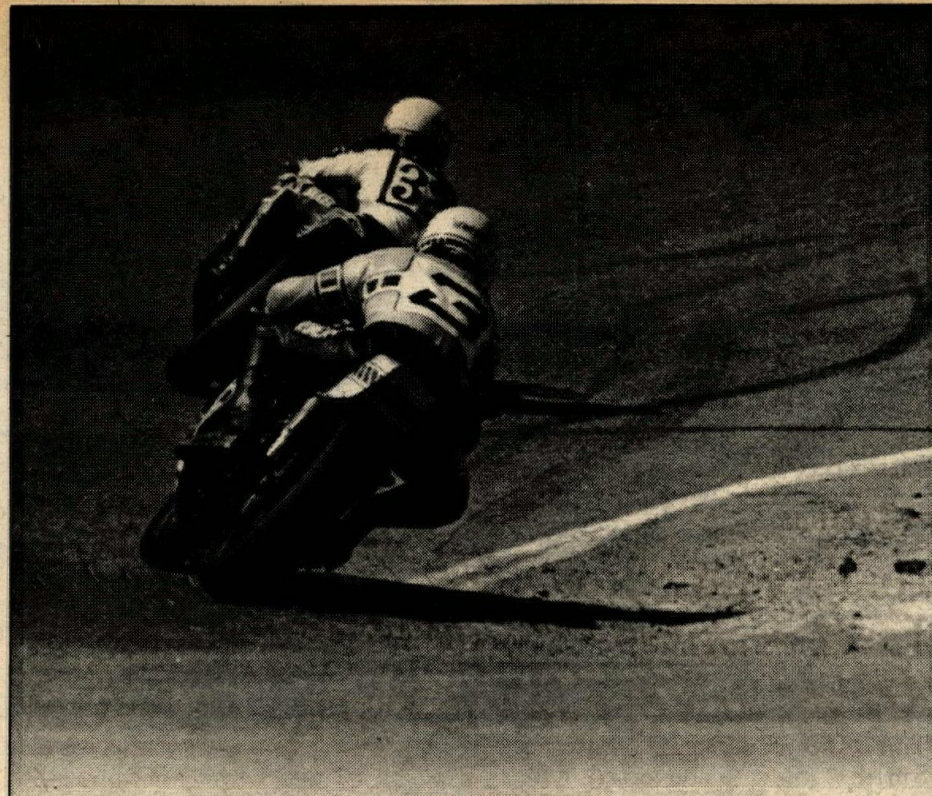
Springsteen passed Martin in traffic in the closing laps to take third and Martin, lulled into thinking Springsteen was a lap down, let him go after bobbling badly up on the corkscrew. Gill said later, "Oh well, I didn't want to have my machine torn down anyway."

Results

1. Mike Baeder (Yam). 2. Vince Mead (Yam). 3. Jay Springsteen (H-D). 4. Gill Martin (Yam). 5. Dan McWhorter (Yam). 6. Dwight Lyon (Yam). 7. Ted Davidson (Blen). 8. Ricardo Colindres (Yam). 9. Dave Racine (Yam). 10. Waldemar Karpynec (Yam). 11. Dana Dandeneau (Yam). 12. Larry Legarra (Yam). 13. Mark Legarra (Yam). 14. Mitchell Landry (Yam). 15. Robert Barton (Yam). 16. Frank James Kukula (Yam). 17. Kent Rockwell (Yam). 18. Steven Lang (Yam). 19. James Vialovos (Yam). 20. David Emde (Yam).
WINNER'S TIME: 24:30:007.

DuHamel, Singleton, McCreary lead the quiet ones

The name on the letterhead had changed, but the actors were the same as Yvon DuHamel rode a Dale Alexander-prepared Kawasaki to win his second Heavyweight Production race at Laguna Seca for Dale-Starr Engineering (formerly Yoshimura Racing). Yvon had



Steve Baker (32) went on to finish third, while Romero crashed.

muscled to the front after trailing the BMW contingent up the hill. Bob Endicott (Kaw) had the holeshot on everybody and led Reg Pridmore (BMW) while DuHamel labored to uncork himself from traffic.

Behind them, Cook Neilson (Duc) enjoyed a brief lead on the 750cc contingent at eighth overall when his personal hoodoo struck for the third time this weekend. He'd already broken a bone in his left hand from a crash in practice, and after stuffing his "good" engine in a spare chassis, had the rings in the rear cylinder turn to confetti. More midnight oil resurrected the engine, but the Duck went on one cylinder again on about the third lap. Dale Singleton (Tri), Ed Unini (Hon), and Tony Murphy (Hon) stayed close, with the Hondas wallowing madly through the fast sections and Dale's "borrowed" Triumph running on rails. Could be the freedom from stark terror helped Dale grab the class lead and hold it, even though poorly geared for the track.

Back in the Open melee, Yvon's charge had the whole six-bike lead group bunched tight for awhile, until they finally sorted things out in a series of wild scrambles through turn nine. The final exchange left Yvon leading Ron Pierce and Gary Fisher (BMW west and east, respectively) as these three cleared away from Endicott-Pridmore.

Pierce and Fisher stayed hard at it in their own private duel, as did Endicott and Pridmore in theirs. They finished in that order.

Lightweight Production

In the lightweight race, Saturday, Tip McPartland (Kaw) kept it from being an all-Yamaha show, though he never got near Loren McCreary on a Fairway Yamaha. McCreary took it away from early leaders John Wiseman and Bill Henry in the second lap and was never touched thereafter.

McPartland came up from seventh or worse as Henry, Randy Evans, Bruce Sass, Dain Ginerelli, and Tom Hayner swapped about under the overworked blanket. Hayner lost his front wheel at the apex of turn six (top of the corkscrew) but stayed on in a wild scramble for control that carried him into the dirt off of six, across the track and into the dirt off six-A, and down the verge, in and out of a ditch and finally back on, and out of trouble. He got a standing ovation from the corkscrew gallery.

As Hayner worked his way back up to speed well out of contention, McPartland worked through the traffic into second, Henry eased off the pace, Ken Gill went into third and Alan Barbic who had been reeling people in steadily moved into fourth. In the closing laps Barbic passed Gill and Ginerelli hung in for fifth, ahead of Bob

Tigert, who had also made it up out of the pack.

Results

OPEN CLASS (Over 750cc): 1. Yvon DuHamel (Kaw). 2. Ron Pierce (BMW). 3. Gary Fisher (BMW). 4. Bob Endicott (Kaw). 5. Reg Pridmore (BMW). 6. Fred Walti (Kaw). 7. Bruce Lind (Kaw). 8. Dennis Pegelow (Kaw). 9. Wes Cooley (Kaw). 10. Marty Lunde (Kaw). 11. Dave Aldana (Kaw). 12. Dave Burchards (Lav). WINNER'S TIME (15 Laps, 28.5 Miles): 19m 53.745s.
SPEED: 85.948 mph.

750cc PRODUCTION CLASS: 1. Dale Singleton (Tri). 2. Ed Unini (Hon). 3. Tony Murphy (Hon). 4. Jeff Steele (Hon). 5. Ed Meagor (Hon). 6. Art Friedman (Kaw). 7. Cook Nielsen (Duc).

NO TIME (Classes run concurrent).
LIGHTWEIGHT (Up to 405cc) PRODUCTION: 1. Loren McCreary (Yam). 2. Tip McPartland (Kaw). 3. Alan Barbic (Yam). 4. Ken Gill (Yam). 5. Dain Ginerelli (Yam). 6. Robert Tigert (Yam). 7. Quentin Hogan (Kaw). 8. Bill Henry (Yam). 9. Mark Koop (Yam). 10. Alan Ginerelli (Yam). 11. Scott Clough (Yam). 12. Tom Hayner (Yam). 13. Paul Unmacht (Yam). 14. Ed Meagor (Yam). 15. Brad Stankey (Yam). 16. Cory Ruppert (Yam). 17. Charles Strohmenger (Yam). 18. Gary Moore (Yam). 19. Robert Reif (Yam). 20. Jonathan Wiseman (Kaw).
WINNER'S TIME: (15 laps) 21m 39.537s.
SPEED: 78.95 mph.

Kerley/McNeal take third sidecar championship

In a sport that demands you get it together or crash, Skye Kerley and Jim McNeal have it more together than anybody. Having raced as a team for almost four years, they performed a flawless duet to win yet a third U.S. Sidecar Championship at Laguna. Getting away second off the grid, Kerley/McNeal squeezed their 1000cc Honda past Canadians Hudson/Thompson in turn nine during the first lap and were never challenged.

The Coleman/Andrews Suzuki outfit moved into second and closed briefly on the leaders. Chasing them was wildly powersliding Jarman/Jeffries, dicing alternately with either the Canadians, Masella/Bryant (Tri) or Garnett/Steward, whichever was in the hunt at the time.

Passenger Bob Bender took a header off the Bender/Koop 1000cc Kawasaki and said this was probably his last race. They pulled off to check each other for damage, then went back out to finish.

Wayne Lougee/Gary Gipe hung in with some hard sliding and chair lifting, carrying a movie camera mounted on the third wheel. They retired late in the race pumping oil. Jarman/Jeffries' outfit tossed a rod, and heartbreak city, second-place Coleman/Andrews coasted through turn nine on their last lap with a dead engine. They lost four, maybe five finish positions pushing it up the front straight, but when they got to the finish, Bouncing Bob Malley gave them the full treatment with the checker. ●

Results (tentative)

1. Jim McNeal/Sky Kerley (Hon). 2. Rod Hudson/Bob Thompson (Suz). 3. Tony Masella/Bill Bryant (Tri). 4. Walt Garnett/John Steward (Kaw). 5. Larry Coleman/Wendell Andrews (Suz).

Tony D. & Marty S. clinch MX titles

By Charles Morey

BRUCETON MILLS, W. VA., AUG. 3

The inevitable officially became reality Sunday at the Appalachia Lake round of 1975's Inter-AMA and 125cc National MX series as

Tony DiStefano (Suz) and Marty Smith (Hon) converted their strings of victories into overall series wins.

In the final round of the 250cc Inter-AMA series, Tony D. scored his third overall win of the four-race program to clinch the series title.

Honda works ace Smith continued to dominate the 125cc National circuit, scoring another one-one victory and securing his right to carry Number One in 1976. Smith's 700 point total exceeds Tim Hart's 320 second place by enough that it's impossible for Hart to catch up in the two remaining 125cc National rounds.

An estimated 8,000 spectators gathered on the hillsides of Appalachia Lake Park to cheer on local favorites and U.S. stars in a pair of races that, with the exception of Smith's 125cc runaway, were decided in the final laps of last motos. Although Smith easily tagged the win, the next places developed into a tight three-way skirmish among Mickey Boone, Nils Nilsson and Tommy Croft.

250cc Inter-AMA

Only one position remained constant from start to finish in the opening 250cc moto, Tony D's lead, and that was anything but secure. Suzuki's new 250cc National Champ led Gary Chaplin, Rex Staten and Steve Stackable into turn one, but Stackable blitzed both Staten and Chaplin exiting the turn and put the instant rush on DiStefano.

Before lap one had been completed, Rocket Rex jammed in under Steve, clipping the Maico's front wheel in a super-tight block pass.

Lap one saw DiStefano holding off Staten followed by Stackable, John Savitski, Jimmy Weinert and Gary Chaplin. Pierre Karsmakers followed John Ayers in eighth, but before two more laps had been run Pierre had fought up into fifth on his way to an eventual third in the moto.

Weinert fell victim to gearbox failure in the opening laps. A lug on the inside of the Yamaha's engine cases broke off and tangled with the shifting mechanism, leaving Weinert down and out for the moto. Gary Chaplin was next to go when the CZ seized while Gary was racing with Pierre over fifth place.

About 25 minutes into the moto, Rocket Rex ran out of wind. Still plagued by injuries suffered in a Superbowl get-off, Staten weakened and dropped back out of a top placing after an otherwise outstanding ride.

Two top contenders were ousted from any chance at a top overall placing before the first lap of the last moto. Stackable twisted his ankle, stopped at the end of lap one to check the damages, then rode a slower pace to finish a painful 27th. Rex Staten suffered a wrist injury, and called it quits for the day.

Jammin' Jimmy Weinert, with a new motor installed between motos, took over the lead. Tony DiStefano worked by early leader John Savitski (Bul) on

the second lap and charged off after Weinert. A classic Jimmy/Tony bumper battle ensued for several laps. At one point Tony cut off the Jammer to pass in a tight S-turn only to be "re-cut off" in the same S.

Weinert made the final move in the power play, and Tony D eased back, no doubt considering the possibility of crashing with the Jammer (who'd DNFed the first moto) and losing a sure win.

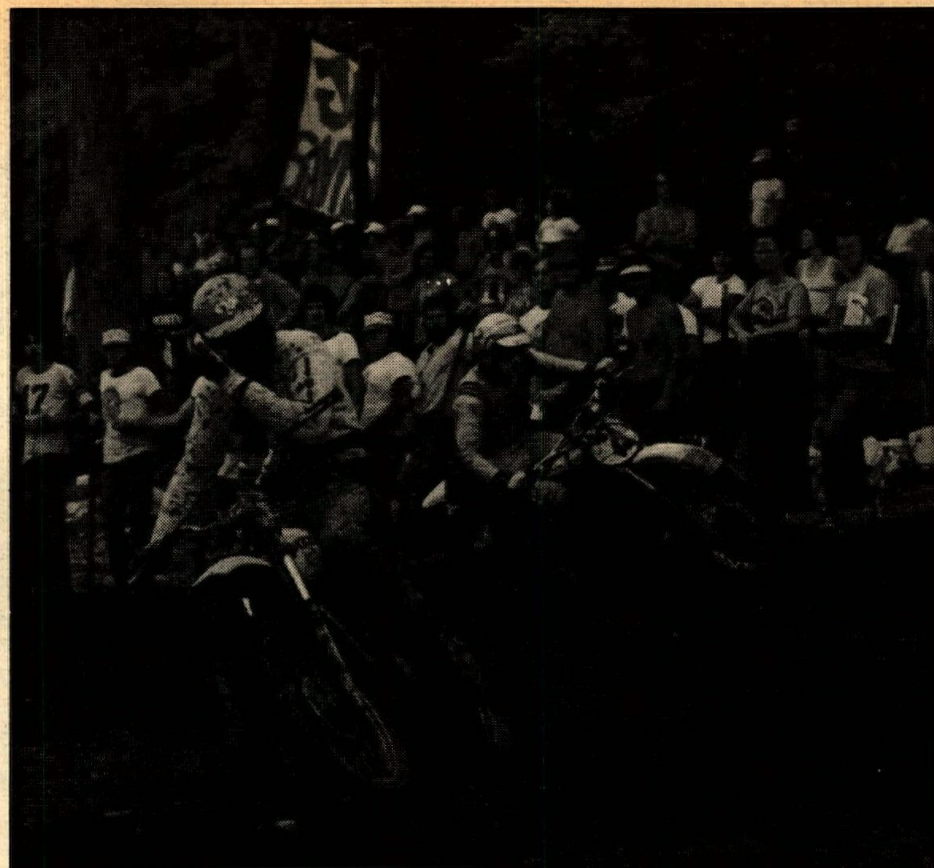
Consistent finishes in both motos determined the final outcome. DiStefano's one-two was obviously the ride of the day, with Karsmakers' three-three taking the runner-up spot. Mike Hartwig scored a pair of fifths, putting the Husky rider in third overall ahead of teammate Terry Clrk's seven-six showing. Billy Grossi's bumper second moto ending left the other Team Suzuki rider in fifth place by virtue of a fourth and a 10th. Don Kudalski's Honda finished 10-7 for sixth.

Results

250cc INTER-AMA: 1. Tony DiStefano (Suz) 2-1. 2. Pierre Karsmakers (Hon) 3-3. 3. Mike Hartwig (Hus) 5-5. 4. Terry Clark (Hus) 7-6. 5. Billy Grossi (Suz) 4-10. 6. Don Kudalski (Hon) 10-7. 7. Arla Englund (Kaw) 9-8. 8. Mike Runyard (C-A) 14-9. 9. John Ayers (Mai) 12-11. 10. Bob Harris (CZ) 11-13. 11. Bob Plumb (Mai) 13-12. 12. Pat Moroney (C-A) 15-14. 13. Steve Stackable (Mai) 2-27. 14. John Svitski (Bul) 29-4. 15. Jeff Bonasera (Yam) 17-16. 16. Randy Sargent (Hus) 19-15. 17. Peter Lamppu (CZ) 8-38. 18. Steve Mobbs (CZ) 18-19. 19. Jack Lindsey (Bul) 21-17. 20. Jim Weinert (Yam) 4-1.

125cc NATIONAL: 1. Marty Smith (Hon) 1-1. 2. Nils Nilsson (Hus) 4-3. 3. Tommy Croft (Hon) 2-5. 4. Mickey Boone (Hon) 8-2. 5. Dan Turner (Hon) 6-4. 6. Tim Hart (Yam) 3-7. 7. Jim Turner (Yam) 7-6. 8. Steve Wiss (Kaw) 5-9. 9. Bruce McDougal (Yam) 9-8. 10. Warren Reid (Hon) 10-12. 11. Jon Leak (Yam) 14-10. 12. Sonny DeFeo (Yam) 13-11. 13. Denny Swartz (Yam) 12-14. 14. Gary Duncan (Yam) 18-13. 15. David Grimes (Yam) 19-16. 16. Jack Keese (Hon) 16-20. 17. Jeff Greenberg (Yam) 25-17. 18. Fred Joshnck (Hon) 23-19. 19. Phil Alderton (Hon) 20-24. 20. Bill Keese (Bul) 29-18.

Point standings on results pages.



It was just like old times, bumping bars with Tony Dand Jammin' Jim. Weinert trails the new Inter-AMA champion here.

Gary Chaplin (32) battled bravely with Pierre until his motor melted.



Marty Smith, without a question one of the smoothest riders in the nation, pulled an exact photocopy repeat performance of previous weeks. Smith smoked 'em off the line and simply ran away, leaving the others to race for second place.



PHOTOS BY CHARLES MOREY

anything he's ridden before. The last 250 twin he rode was a Yamaha in 1969-70. That's a long time ago.

"Evans is good. He and Ron are very capable of telling exactly what the motorcycle is doing. They can both divvy out things to me that need to be changed. Jim is really easy to work with, just like Ron.

"I think we've got a really good team. I don't think we could ask for a bunch of better guys.

"On our team, everything is equal. All the bikes are identical. Nobody's got special pistons or a special cylinder with different porting—all my machines are identical. So, it's up to the rider. I don't believe in that stuff where 'This guy is our number one rider and we're going to give him this,' and stuff like that.

"Same with the 750s. Yvon's 750 is identical to Evans'. Evans gets the same treatment. There's no favoritism at all, and I think that's really good in a team. All teams aren't like that.

"To get the 250 to where it's at now, basically I've done it all on my own. I gather thoughts from everybody. I go around and I'll talk to Randy (Hall), and maybe I'll talk to Jeff (Shetler) about certain stuff, and I'll talk to other people. Then I'll think about what everybody said, think about what I think, and take a direction on what I'm going to do.

"It's good to ask people what they think of something, because you're only human. You can't be right all the time, especially with a new bike. It's really hard. If this bike was three years old, or had been the same for the last two years, like a Yamaha—they've got them dialed in so perfect they don't have to worry about it. This thing, there's so many different things, and it's a whole new bike.

"The riders are really good at that. A rider will sometimes think of things that a mechanic won't, because a mechanic is too busy thinking about something else. Sometimes you'll think you have the bike all done, you'll be looking around and everything looks perfect, and a rider can walk right up and pick out something that isn't quite right yet. You didn't see it yourself, because you're so concerned about every other little thing. You just can't think about everything.

"The development of the bike is coming along real well. It takes a long time. I've spent probably four or five days on the dyno by myself, just working. For instance, when I was working with exhaust pipes I'd call up Ron with the results. He'd say 'Maybe we ought to try this, and maybe we ought to try that.' So I'd go back and figure out the pipe dimensions and see if it was feasible to do it. Then I'd put it all together, run it once, and see if it was any better.

"We've run a lot of tests that were no good, that made the bike completely worse. But we've run some that made it better, too. It's all trial and error. I think that's the only way you can do it.

"Everything's getting better all the time. It makes me feel better, and I know it makes the riders feel a lot better. Especially Ron, because we've had so much contact lately with each other, and with this bike. It makes him feel better all the time, and for sure it's gonna improve his riding and his speed. He's going to feel more confident in the bike. That's the biggest thing. The rider has to feel confident in his bike, more than his mechanic, even. He's got to get on the bike and it's got to feel good.

"The more the rider rides it, the better it's going to feel. He's going to get going with it, and everything's gonna work out perfectly."

Besides being a dedicated tuner, Steve Johnson is also an avid motorcyclist. He's raced half mile against David Aldana, raced and won amateur road races in England on Phil Read's Yamahas in 1971, and often commutes to work on a Z-1. He held the professional racer's off-duty New Year's Day 12-mile minibike race championship until last New Year's, when a rock flattened his XR-75's front wheel, forcing him into second place, behind Jim Weinert.

With the help of his dyno and his riders, Steve Johnson figures that the next few years with the KR 250 will be very productive. As he sees it, "That's good."

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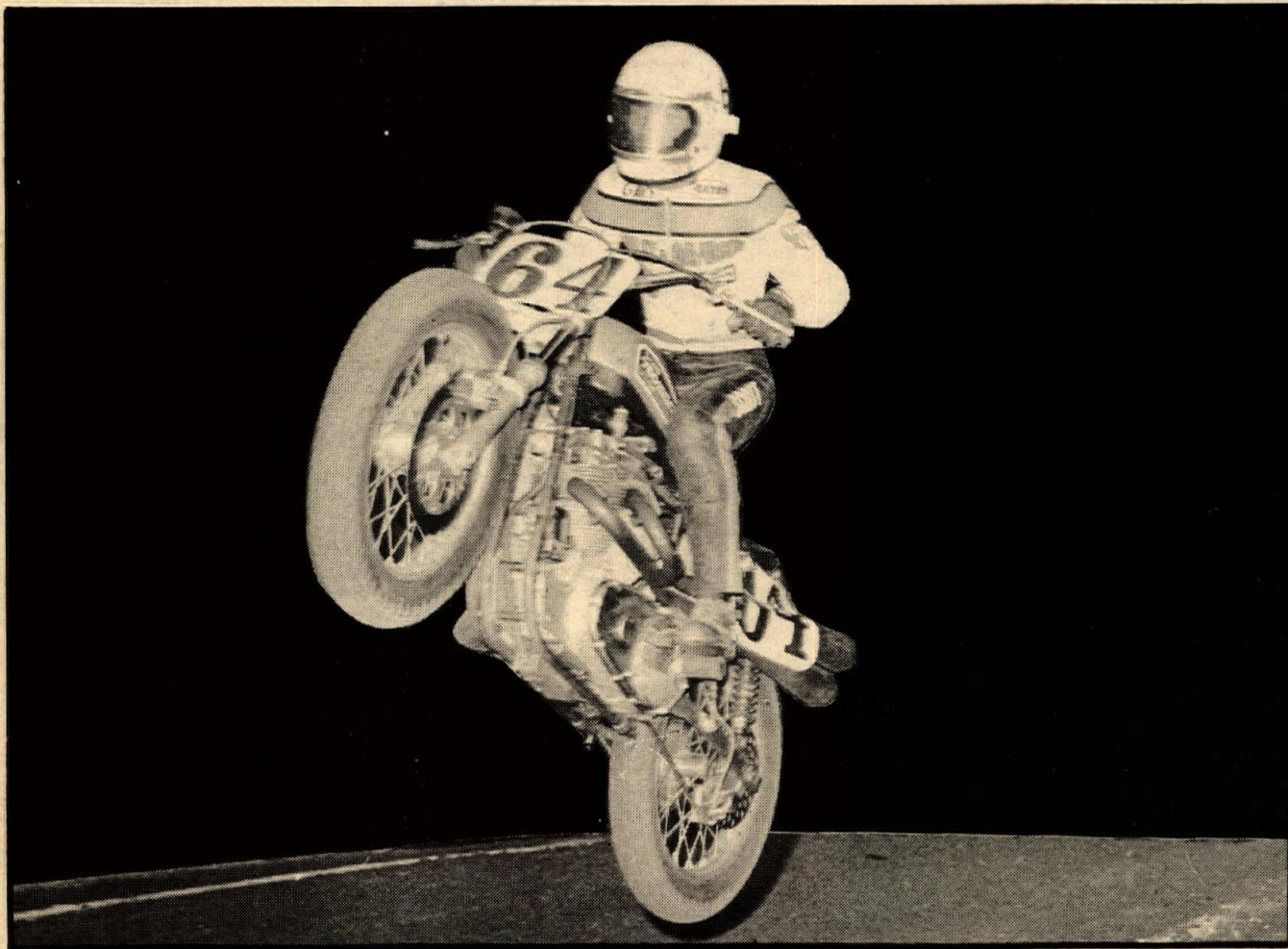
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The Superbowl was so neat that I can't let it go without some mention even if it is old-hat (or would that be old helmet?). There are some folk who get a bit highbrow about it every year, and maybe it is a plastic scene, but for one night a year, enjoy!

My feelings to it are akin to what I felt the first time I saw an American football game as compared to soccer and rugby. My God, cheerleaders, pompoms, bands and ten elephants, count 'em ten, all on the field when a serious game was to be played. Once in a while it's nice not to have to suffer the miseries of nature and watch in complete comfort.

My criticism is that some of those whoopdies, because they are artificial, got a lot of top riders into trouble. On natural terrain the rougher the better, but on a built surface, it could have been a bit too rough in a couple of sections. I, and lots of others, flat had heart failure when Marty Smith did his get-off. One of the worst I've ever seen and a prime example of the fact that a bike can get away from the best of them.

When Marty Tripes first burst on the scene, I wrote about him and said I thought it was very obvious the youngster took care of himself. His dad came through the office a day or so later, getting a kick out of it because, "Marty just lives on hotdogs." It was pretty obvious that I didn't know him. By now it's pretty obvious what all those hotdogs did but for what it's worth Marty, you still have that star quality that is given to so few. Another publication made it sound as if you're about ready to hang it up. Don't. It might be necessary to put in a season now as a support rider, which is tough when all your peers are moving up in the high circles, but I'm not the only one who thinks you have perhaps more raw talent than any other young rider we've seen from this country.

A tip of the helmet to Kasey Rogers. Despite all the problems with Carlsbad and the Superbowl, she has given women racers a chance to step forward. In one year they went from a TT-rough scrambles motocross at Indian Dunes, to the International course at Carlsbad and the Superbowl, and that ain't bad! Whenever you take a stand on something instead of just bitching you'll get a blast of heat from someone. I think women racers can look ahead confidently as long as they act professionally.

I can't resist this, but in one of the letters regarding the protest at Carlsbad, one of my editors commented that he couldn't see what difference the age of one of the women and the size of bike she rode had to do with it. Well, it's obvious that this dear heart has never herded a 125 and a 250 around a demanding course and compared how he feels after several laps with each. Fair is fair. There are plenty of men who go back to 125s when they can't keep up with the squids on 250s after they get to a certain age, the lighter bike really gives them the advantage.

As this comes out in print we'll have had another District 37 point run and I'll have had a chance to talk to some more of you. Thank you guys, who have written or been in touch.

We plan to get in on the ice racing at Long Beach this fall. This isn't a plug but how neat a promoter will go all out to do something like this. Ice racing is wild! I wonder if it's true that a bunch of mad Russians will be over from Siberia now that detente exists between our countries? Is it true that the flagmen will be penguins?

Maureen Lee

YZ 80B, the MiniRacer

By E.C. Birt

Honda has controlled Mini Cycle racing for some time; but now it's slipping away from them.

Yamaha has released their all

new YZ 80B. This little yellow zonker has been available to the public for about nine months now and is the two stroke tuners dream come true. As far as a stocker is concerned it is almost unbeatable; win records across the United States are stacking up in this class and Yamaha is the bike to beat.

I'm going to show you how to build your engine into three different sizes, but first we're going to look at suspensions. All the horsepower in the world won't get you that checkered flag if you can't keep the bike on the ground.

Before we break out our hacksaw and welder, let's look at a few points that we should keep in mind. Be sure you understand what you are doing before you start modifying your frame. You can get too much travel; don't put six inches of travel in the rear when you only have four inches in the front forks. If you don't remember this you may wind up with a very dangerous motorcycle. Compression of the rear suspension without the front suspension also being compressed most often occurs when you go into a turn with the

cause the shock to bend, plus it's terribly hard on the seals and leakage is sure to follow.

When you start cutting on your frame *don't* use a cutting torch. Neither the frame nor the swing arm need more heat on them than is necessary. Make all cuts with a hacksaw or cut off wheel. If you use a flame type torch you stand a good chance of changing the temper of the metal and having the frame break. Do it right the first time and you won't have to go back and do it again. Use a heli-arc welder to do all the necessary welding to the frame and swing arm.

Before you start to do all the trick stuff to your bike, figure it out on paper. Don't rush, know just what you want to do before you start.

Most of today's minicycles in the 80cc class have 4.0 to 4.5 inches of travel in the front forks and with this known figure we can use this as a maximum for rear wheel travel. Maico uses a 40-60 percent ratio for their lower mount on the swing arm. Sixty percent of the swingarm is in the front of the lower mount and 40 percent is behind the lower mount. To achieve the rear wheel travel that you want for your bike in relationship to the swingarm, try and stay in the ratio of 35 to 40 percent for optimum handling. When you are figuring this ratio, be sure that you make your measurements from the center of the axle, with the axle pulled all the way back in the adjusters.

The stock shocks are too long for the midshock treatment. For replacement shocks you have the all new Amaco Golden Shock that is designed for the midshock mods or the Boge shock. I have heard by the grapevine that Koni has a new minicycle shock in the making but it hasn't been released yet.

On all our bikes we use Amaco shocks for three reasons:

1. Amaco has built the shocks to our specifications for mid-shock useage and with special valving.

2. Shocks can be built in almost any length from 10 inches to 16 inches and a stroke from two inches up. Spring weights from 40 to 110 lbs. are also available.

3. They cost \$65.90 and they are guaranteed against rip, ravel, and tear.

Look at Diagram 1 of the swingarm and you can see that the lower shock mounts center line is 5.795 inches from the center of the axle to the center line of the lower mount. From the shock mount to the swing arm we have 9.455 inches. This swing arm is set up on a 38-62 percent ratio, by using 3.0 inches shock travel and 10.5 inches from eye to eye we have a rear wheel travel of 4.839 inches. The bottom of the shock has 2.000 inches of trail. This leaves us

.750-inch clearance between the fender and tire.

Shock springs have always been a problem to figure out. In the new Webco catalog there is a spring formula listed under S&W springs that is a good place to start. See Diagram 2.

Between Arnaco, Boge, or S&W you can get springs from your local dealer that will range from 35 lbs. to 135 lbs. If you have been keeping track you know that we can only use safely as much rear wheel travel as we have in the front forks. Since we have only 4.5 inches of fork travel in our YZ we're in trouble with 4.839 inches of rear wheel travel.

The diagrams and numbers are the ones we use for the GP frames. We have found that no two frames or swingarms are the same. After you have cut out the pieces be sure that you have the frame and swing arm scribed where you want it before you start welding the pieces in place.

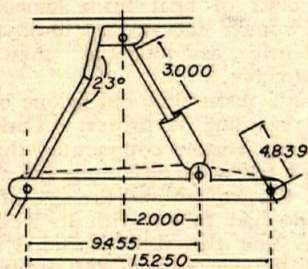
Back to the forks. The ones on the YZ80 are built by Showa and are the same forks that are used on the XR 75, so these mods will work on the XR.

After you have the forks out of the triple clamps remove the fork boots and you will see a snap ring that holds the forks together. Take a pair of snap ring pliers and remove the snap ring. Use the proper tool here, don't try and pry it out, you may damage the snap ring or the fork slider. Plus it hurts when you slip and punch a screw driver through your hand.

A snap ring of this type has a right and wrong way of going back in. The snap ring has two sides to it, one side is sharp edged and the other side is kind of rounded. Look at the snap ring close and you can see these two sides. Always install this type of snap ring with the sharp edge away from the thrust side. As pressure is pushed against the snap ring, like the forks topping out, the sharp edge of the snap ring is forced into the groove and the chances of it coming out are next to impossible.

With the tubes out of the sliders, remove the seals and fork stop sliders. The only thing that is left on the tube now is the snap ring that limits the fork travel. The best way to remove this snap ring is to hold the fork tube in a vise and with a small screwdriver lift one end of the snap ring up and slide it out of the groove. Dents in the fork tubes are kind of hard on fork seals, so the best thing is to take a piece of radiator hose, and split it down the middle. This will

Diagram 1



power on. This gives the front end too much rake and the bike won't turn.

Next thing to keep in the back of your mind is that you want the swing-arm parallel with the ground half-way through its arc. This is where the swing arm spends 85% of its racing time. Also by holding this point in mind we won't be affecting the rake of the bike that much. Another reason for maintaining this parallel line is that chain problems will be minimized.

The shock angle is very important and you want to be sure that you have the bottom of your shocks at least one inch farther back than the top of the shock. This is called shock trail. I like two inches of shock trail for good shock life. Never let this shock angle under 90 degrees between the swing arm pivot and the upper shock mount. This might

Diagram 2

$$R = \frac{MY}{4}$$

where R is recommended spring rate

M is sum of 65% machine weight and 50% rider weight

Y is swing arm length from pivot to axle eye, divided by swing arm length from pivot to lower shock eye.

Example: Rider weighs 180 pounds. Motorcycle weighs 245 pounds (filled with gas and ready to race). Distance from swing arm pivot to axle is 18". Distance from swing arm pivot to shock eye is 15".

$$M = 65\% 245 + 50\% 180 = 249.25$$

$$Y = 18 \div 15 = 1.2$$

$$MY = 249.25 \times 1.2 = 299.1$$

$$R = \frac{MY}{4} = \frac{299.1}{4} = 74.8 \text{ lb. spring rate}$$

In this case, a 75# single rate spring is indicated; or, if the rider prefers, a 60/90 progressive spring ($\frac{60 + 90}{2} = 75$).

We have two ways out;

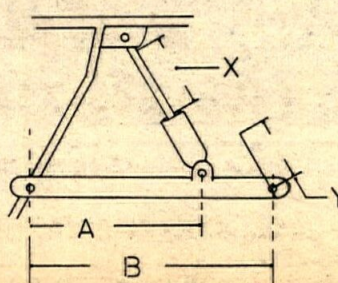
1. If we use shocks with 2.5 inches of travel we will have 4.032 inches of travel in the rear and just squeak by with 4.5 inches of front travel. Here we would want to use 10.0 inch eye to eye shocks so the back of the bike is no higher than necessary, and the swing arm stays almost parallel to the ground.

2. Change the front forks so that they have .500 inch more travel to handle almost 5.0 inches of rear wheel travel.

Now I'm getting ahead of myself and we will go back to the front forks in a minute; but let's finish up the rear of our bike first.

Diagram 3

$$\frac{Y}{B} \div \frac{X}{A}$$



make a good cover for the vise to clamp the tubes in.

Now spray the tube with some dychem and machine a new groove .500 inch lower than the groove that is in the tube now. Be sure that you duplicate the original as far as depth and radius.

After you have the new groove machined into the fork tube the next step is to set the tube up in an end mill and redrill the fork tube bleed off holes. Space these three dampener holes just as they are stock, but .500 inch lower as we did the groove. Drill these holes with a No. 55 drill bit. Some of the older model tubes have an inner wall; if your forks have this inner wall don't drill through it. You will find this inner tube right after you break through the first tube.

After you have the fork tubes re-machined and drilled, heli-arc the three old holes shut and hand file them until they blend into the fork tube. Polish the fork tube where the weld marks are with 320 emery cloth.

The groove that the snap ring sat in before the modifications will not need to be welded up because the slider will cover up the old groove when the forks are at their fullest point of travel, and will never reach the fork seals. Sounds like a lot of work, and it is. But the time you save racing will make it all worthwhile.

Next session we will look at how to make engines to fit the class of your choice.



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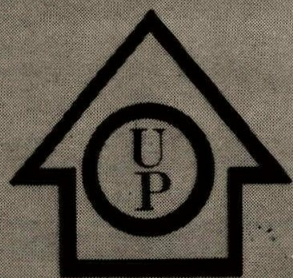
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Injuries plague



DENNIS GREENE

"Speedway is not a contact sport." Who said that?

SPEEDWAY WEEK

By Dennis Greene

Ventura, California
July 29, 1975

Mike Bast still leads the points race even though he did not get into either Main Event Tuesday night at Ventura. Mike has won 14

Scratch Main Events this season; his brother Steve has won twelve; Jeff Sexton has eight, Rick Woods seven, and Mike Curoso has won six.

Sexton nailed number eight Tuesday in a close race with Larry Shaw, Curoso and Bill Cody. Cody went out in the first lap, and Curoso and Shaw battled for second as Jeff stretched out for the victory.

Hero of the Handicap Main was Bill Gray, who has been out for the past three weeks playing movie hero. Bill's victory was the third time this season he has topped the field.

San Bernardino, California
July 30, 1975

Guy Waterson, the fourth-year rider from Mission Hills, Ca. continued his steady march through the Division One ranks with a perfect performance Wednesday night at Inland Motorcycle Speedway, climaxed by a triumph in the Handicap Main event. Guy missed nearly the first half of the season, but has earned three main victories in the past two and a-half weeks.

On a track which held a perfect outside cushion of traction for those able to utilize it, Bruce Penhall steered out around Mike Bast and led the entire four-lap distance to secure his first San

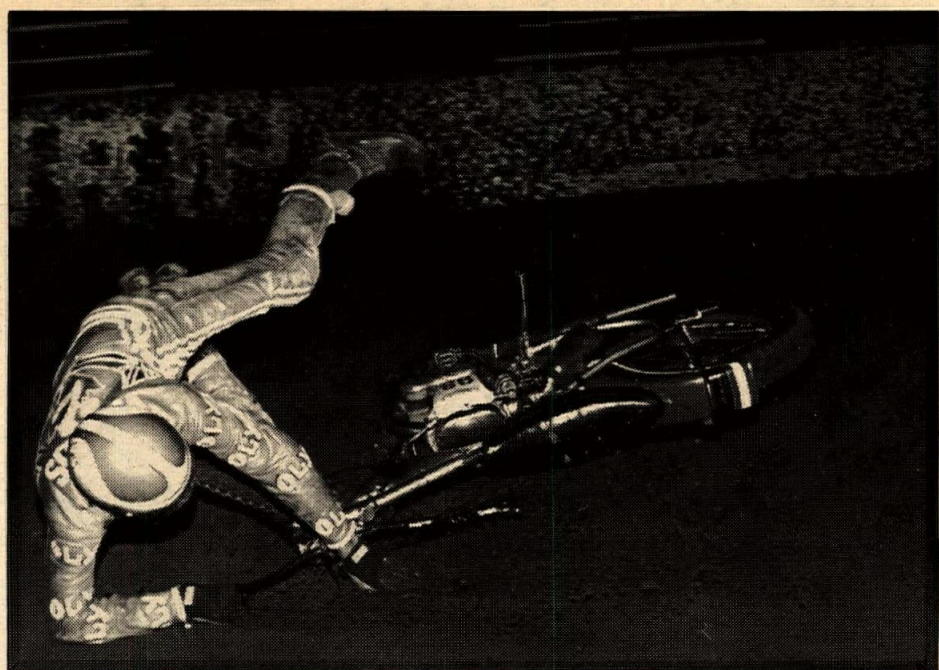
Bernardino Scratch Main win of the season. Once again, Mike Bast, last week's Scratch winner, was runnerup behind brother Steve, current U.S. Champ, who was making his first local appearance.

In a "family battle," the Brothers Bast were the featured Match race. Virtually wheel-to-wheel for the entire two laps, Mike, using the outer cushion, swung wide into the final straight to take a desperate decision.

Irwindale, California
July 31, 1975

Jeff Sexton has a secret which he isn't telling and everyone wants to find it out. It has to do with preparation and it is paying off consistently in the form of Scratch Main event victories.

Sexton pocketed the win money at Irwindale Raceway for the fourth time in five weeks and like his other wins, this was brutally hard for the opposition to accept — he did it convincingly with sure, brute force. Jeff won his heat, holding back Bruce Penhall, and the Semi over Mike Bast, Mark Cherry and Jim Fishback. When the gate jumped for the start of the Main, Sexton dove into the lead and pulled away. Bill Cody crashed early in that race and on the second lap, Mike Bast's bike quit, leaving it a two-rider chase with Steve Bast as the runnerup.



DENNIS GREENE

Rick Woods crashed at Irwindale.

The Handicap Main was different and exciting. It started on a sour note when Jan Ballard and Bruce Penhall tangled in a severe first-lap crash. Ballard broke his forearm and Penhall needed seven stitches to close a wound. Neither restarted, obviously.

But when the restart did come, it was a delightful race that had the crowd screaming. Dubb Ferrell and Mike Bast were going all out from the 40-yard line and for the full five laps they stayed side by side! Ferrell got the win, and not far back in third was another back-yardage racer, Mike Curoso.

Consolation action found Rick Woods taking the Scratch racing all the way. Scott Sivadge got the lead early in the Handicap Consoy and stayed there to the very end. Sonny Nutter collected second. Woods fell on the third lap and did not finish.

Division II racing saw Gene Woods triumph over Craig Bradley, Stu Egli, Brad Bewell, Mike Bendy and Craig Schaefer. Division III winners were Joe Harold and Dan Schoen. The Match race was taken by Northern California's Rich McMurray over Billy Gray, 2-0.

Costa Mesa, California August 1, 1975

In the past couple of weeks more than a dozen riders have been sidelined with injuries. Friday night Mike Curoso got his foot caught in the rear wheel of his bike, cutting his heel, and will be off for a while. Saturday night at Bakersfield Bill Meister broke his wrist after running into Mark Cherf. Tim Bradley is out with a broken shoulder after he was run over at Costa Mesa a week ago. The list is too long to go into detail on each rider — Troy McKee out with broken vertebra, Dave Galvin, wrist, Bob Schwartz, shoulder, George Aramas, shoulder, Steve Nutter, cut hand, Jim Gresham, broken foot, Steve Lewotshy,

cut head, Ivan Blacka, internal bleeding, Mark and Russ Smith, sprained legs. Speedway is not a contact sport, but you wouldn't guess that to look at the casualties.

Jeff Sexton made the biggest leap up the points ladder this week, putting both Basts along with Bill Cody away Friday night at Costa Mesa in the Scratch Main Event.

Newcomer Dean Forman got his checkered flag in the Division One Handicap Main Event for the second time at the Fairgrounds.

Bakersfield, California August 2, 1975

Owing to injuries, no less than fourteen riders failed to show up for the night's program. The SRA referee, along with the pit steward did a quick shuffle of reserve riders, made a dozen program changes and came up with a fine race meet.

It was KERN Radio night and some five hundred guests of the station were on hand to see Larry Moon win his first Handicap Main Event of the season.

The disc jockeys put on a half-time show on mini bikes that was good for a laugh or two, but it was KEZY Radio sponsored Sonny Nutter who came out for the third week in a row to win the Purple Helmet Match Race over Jim Fishback, beating him two straight.

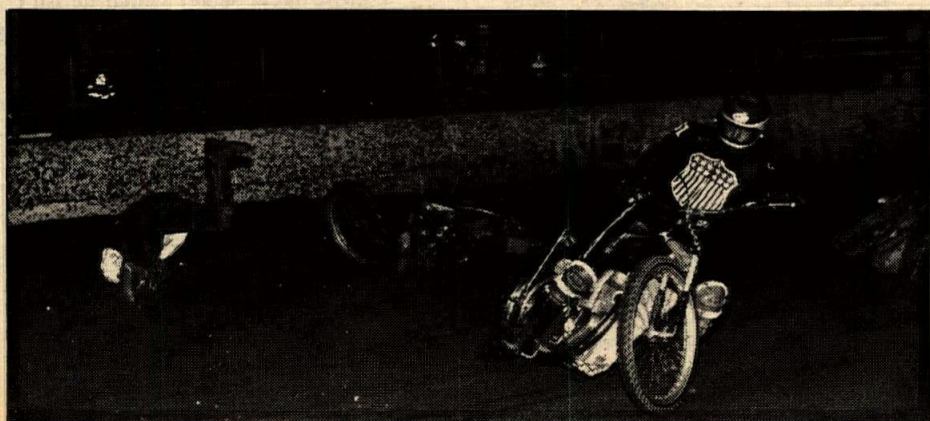
Results in Results Section

Bulletin?

AUSTIN, TEXAS, AUG. 3

John Ulrich, riding a Hercules Wankel took fourth in Production class at the famous through-the-streets Aqua Festival road race here. He was heard to exclaim 'Boy, is that thing slow, but it handles nicely!'

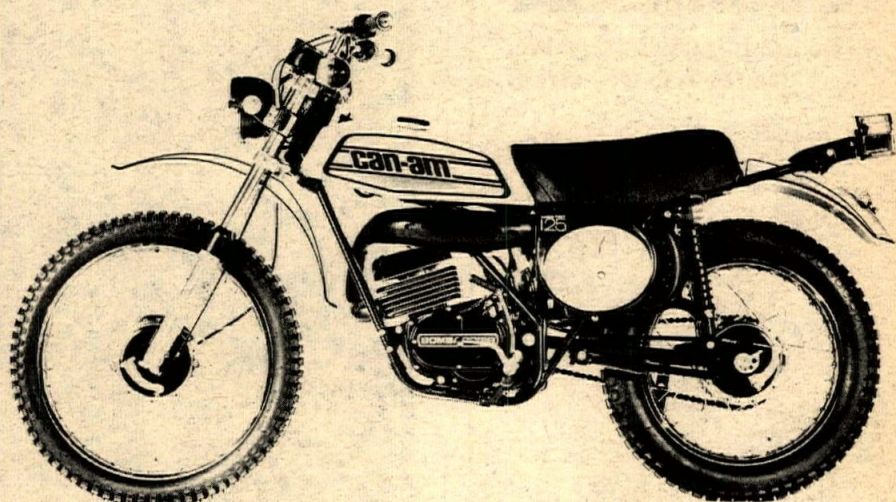
And this is a "Landing W," courtesy of Craig Schaffer at Berdoo.



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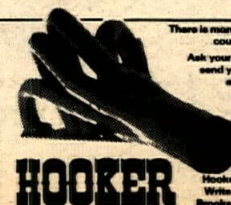
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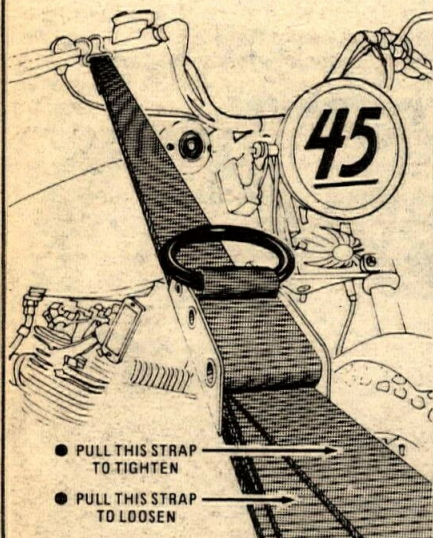
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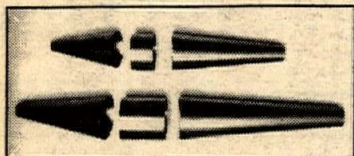
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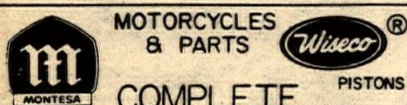
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The Italian MXer flips its lid & acquires a stroker front end

Moto Villa update/impression



Leading-axle Marzochis, soon to come as production items.

By Lane Campbell

Test rider Mike Klinger

Earlier this year, Harry Everts' Puch showed up in Europe with a new Marzocchi leading-axle fork which boasted, among other things, a super-long stroke. If all goes as planned, Moto Villa will be the first to spring this fork unit on the U.S. scene fitted to a production bike.

During a brief riding/shooting session before the bikes were whisked away, we got to sample a 360 Villa fitted with the new forks, as well as a new 250 with updated frame and up pipe. The return to an up pipe may shock some of you, until you realize that with eight-and-a-half inches front travel, combined with about seven of rear, a low pipe is going to get trashed sooner or later. The new pipe reminds one of a Husky setup, and after inspecting it visually, it comes as something of a shock that it *doesn't* intrude on the rider's leg, standing or sitting.

It seems that Marzocchi is becoming as much a magic name in the '70s as the name Ceriani was in the '60s. We've already raved over Marzocchi's gas shocks, which still suspend the Villa's rear. The new forks are every bit as good. The alloy sliders are super-light, yet give good, accurate support. The legs are thin-walled chrome-moly, finished to a degree of surface smoothness that doesn't tear up seals. The whole fork unit weighs 17 pounds, yet is solid and flexure-free. The springs are progressive, going to a very high rate as the forks are compressed. Not even a 260-pounder could get them to bottom, just jumping on the front end at rest.

The whole motorcycle, 250 or 360, weighs 207 pounds. Now grab your socks. How'd you like to race two classes for the price of one motorcycle? We're not putting you on, as a few District 36 marathon-watchers already know. The 250 and 360 top ends interchange in 20 minutes. No machining, no screwing around. Bolt-up.

Once you get into the design of the beast, it comes as less of a shock. The engine was designed as a 450 (which we tested earlier). So the studs are spaced to fit around a 450 cylinder. So designing 250 and 360 jugs to drop in interchangeably is like falling into a mine shaft.

Riding and grinning a lot

Taking both bikes to Saddleback isn't exactly a test, but it sure was fun, and it left basically good impressions. Using the 250 as a baseline (remember it's the 360 that has the trick forks), here's how they felt:

Horsepower a plenty. The best power is up top where it belongs, but power delivery is "soft," aided by generous flywheels. The feel is deceptive, because the 250 Villa is fast enough to kick dirt on either a 250 Elsinore or a 250CR Husky. And the 360 ranks along with a 360CR Husky in terms of sheer speed.

Both bikes felt light and controllable. The 250 exhibited no front wash-out, jumped straight, slid bitchin', and generally made itself lovable to a guy who'd just gotten himself dialed into a new 250 Husky. The 360 with the Marzochis is a bit different to come to terms with, as it's far less of a slider, more of a precision instrument that forces you to ride straight lines between deliberate corner-pivots. As the long travel front and rear work together, there can be tremendous change in effective rake/trail, a variability that the rider must come to terms with and make work for him instead of against. But the action of those forks is so progressive, their stroke so ground-consuming they'll swallow most anything you're crazy enough to ride over.

Gearing on the 250 felt equivalent to an Elsinore (that on the 360 should be identical, but the power curve feels different with the big jug). Shifting was spot-on. Once off the line, the clutch was unneeded, and not a single missed shift. Not a one. The engagement dogs are carefully undercut and the shifter throw is short and positive. The five-speed gearbox is almost worth the price of the rest of the bike. And the clutch, when you do use it, has such a soft pull you think it's broken. This comes from using lots of plate area instead of huge springs to get the necessary torque capacity.

Gripes? The bars could have been wider, the rear could have used a 4.60 Trelleborg (especially the 360), and the front brake could be more powerful for a given lever-pull. The engine really wanted to be kept on the pipe, but that's not exactly a gripe. Out of the box, the machine is really easy to ride, considering how much horsepower there is. (Manufacturer's claim is 36 for the 250, 43 for the 360, measured at the countershaft.)

Class C bike

Here's shock Number Two, for all your roundy-round troops. The Moto Villa has been submitted and approved for Class C AMA competition. The distributor (Bob Swanson of Moto Villa Ltd., P.O. Box 3396, San Jose, CA 95116) is setting up now to assemble 30 short trackers from Italian-built components, as the Villa factory itself is swamped with orders on the motocrossers. The frames are developed from a Dallas Baker/Swanson design, the spool quick-change hubs and rear discs are made up to American specs in Italy. It all will come together in this country.

(Incidentally, the plastic fenders on all the MXers are made by A & A in Redwood City after Swanson gave up on the European plastic the machines came with.)

Funny thing, all this trick motocross and track machinery coming from a family that's big in road racing (Walter Villa is defending 250cc World Champion). You road-rashers keep your eye on this little Italian factory, because there's more good stuff to come.

Mike and Villa distributor Swanson playing.



PHOTOS BY LANE CAMPBELL



MANUEL BURTON

It's Joe (not Ed) Steffen out for a win in the 125 Amateur class at Elsinore Raceway.

Not just beginners luck

By Andi Gangewar
ELSINORE, CAL., JULY 19
A great class of 125 Amateur/Experts showed up at the lake Saturday night! Two first place trophies were awarded in this class. Joe Steffen was first Amateur and Chas. Summers took first place for the Expert class. Summers was the number one man in the first moto, with Joe Steffen a close second and fifteen-year-old Randy Throne third. Chas. was second the next go 'round

with Jim Strain pouring it on to finish in the lead. Summers came back to win the last moto and earn himself another trophy. Steffen was the second, which gave him enough points to take the other trophy.
A new recruit to our 125 Beginner class was 23-year-old Mike Rowray from San Diego. Mike brought in two firsts and a second in that order. Great riding! Honda mounted Bill Moon was second in the first moto and third in the next two. Norco's Larry Arnold scored second by taking a first and a second and a complete miss his first moto. Our newcomer took home the trophy and new rank as Novice.
Chris Kelbel was out to win another first place trophy in the 250 Amateur/Expert class. Kelbel and Greg Zehner had a close race going. Chris was first, second and third in that order to get him to the head of the pack and win the trophy. Zehner (Yam) was a close second in the first moto, but had some trouble getting to the line the second race and missed it altogether. He made up for his absence in the last round by scooting to the win and second place overall.

Bast blasts at Inland Speedway
By Bill Kolberg
SAN BERNARDINO, CAL., JULY 23
Two-time U.S. National Speedway Champion Mike Bast dazzled the spectators en route to a triumph in the Scratch Main and a runner-up in the Handicap.
In the all-star Scratch field of Jeff Sexton, Larry Shaw and Bill Cody, Bast

roared to the lead on the first turn from his outside slot and repeatedly turned back Shaw for the victory in the four-lap finale.
Only a flawless performance by the fast-rising Jim Fishback prevented Bast from securing a clean-sweep for the evening. The "Fontana Flyer" was registering his fourth Main win of the season, half of which have come at San Bernardino. Driving from the 20-yard marker, Fishback left Mike Curoso, Dubb Ferrell, Mark Cherry and Larry Shaw, in addition to runner-up Bast, in his wake.
Dave Sims and Bruce Penhall divided up the consolation heats, securing the Handicap and Scratch portions, respectively. Mike Gross, the "Blue Blazer from Santa Ana", captured his second Division Two Main inside a week with an easy score in the final.
Montclair's Jeff Sexton, runner-up in the 1974 Nationals, and Mike Curoso, 1973 runner-up, waged a see-saw battle in the featured two-lap Match Race, before Curoso found a high groove and then held off Sexton for the win.

Still up to winning ways: John Smith

By Hidden Images
CARLSBAD, CAL., JULY 26
John Smith and his Nightingale Manufacturing air-suspended Honda are going hot and heavy after winning the 125 Expert High School Championship. John backed up his Superbowl victory with a win at OCIR a week ago, CMC South Bay, and today at RTMC Carlsbad.
The 125 Juniors, Division I, were the

first to attack the course today, with George Speck (Hon) grabbing the holeshots in both motos. But it was Tex Collingwood, all the way from San Francisco, who took the checkered on his Yamaha monocross. Rich Bowles (Suz) ended second, Ken Schaechlin (Hon) took third.
When it finally got down to the Pro combined race, it was South Bay hot shoe Jimmy Martin grabbing the early lead on his CZ. Smith started dead last, but he quickly worked his way up, with Chuck Rouse (Hus) and Steve Rhyan (Mai) giving him a little trouble. Martin soon dropped out with a flat rear wheel, allowing the swift Smith to take all the marbles. Rouse moved up on Smith, passing him several times, but Smith was long gone at the finish.
Night racing really works on your starts, as Jim Martin once again proved by grabbing the lead in the second moto. John Smith soon zipped past

John Smith continued his winning barrage at Carlsbad.



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Martin over the big whoops while Martin was doing some radical tankslappers. Luckily, he was able to save himself from a world of hurt. Martin then dropped to third, behind Chuck Rouse.

Smith was really going in a berserko style, keeping up a furious pace that no one was able to touch. Smith finished well ahead of the rest. Rouse took second, while Scot Prante (Hus) put through some fairly consistent riding to take third overall.

Results in Results Section

Ron Turner & John Smith take South Bay Pros

By Jon Hayt

CHULA VISTA, CAL., JULY 23
South Bay Speedway was looking good again as the races got underway. The 125 Pro's and combined Intermediates took off with Ron Turner (C-A) getting his usual hole shot. Turner held his lead and won the first moto.

The second 125 Pro moto was a different story though. Turner slingshot to the lead for the first lap. John Smith (Hon), the Smogbowl High School motocross winner, was right on Turner's tail. Pressurized, Turner fell on the second lap; Smith got the lead and the overall win for the night.

The 250 Pro class was hot racing as Jim Martin (CZ), last weeks winner, got the shot in the first moto, made it about half way around the track and then his front brake locked up and he crashed. Randy Burns (Yam) and Ron Turner (C-A) were right behind to take advantage of the situation. Turner grabbed the lead and the win.

The second 250 Pro moto also saw Martins luck run out as he crashed at the start and was run over by two other riders. The race was restarted with Martin retiring and Turner getting the hole shot. He pulled a good lead on fast-moving Burns and won overall.

Sidehacks return to Valley

By Barbra Brown

MOORPARK, CAL., JULY 20
There were seven heavyweight and five lightweight hacks participating in the eighth round of the Sidehack Series here at Valley Cycle Park.

It was a tight race to the first corner as the entire pack stayed very close together. Coming out of the turn it was Ridyard/Vermeersch on the 750 Kawasaki in the lead followed by Sanner, Sr./Sanner (750 Norton Wasp) and Bell/O'Conner (750 Honda Wasp) close behind. Fourth place was held down by the first lightweight, Huntley/Ritchie (450 Honda Wasp).

First lap action saw Crandell/Swart stall their 650 Triumph in the middle of the track when the electricals went south. When the Triumph stalled they blocked the track in front of Monohan/Orsdale and their 650 Yamaha could not get around with all of the traffic going by. As they were sitting there Palfreyman/Gardener nailed them and tore their shifter off in the process. When they all finally got under way again the only hack that was suffering was the Triumph and it had to finish the rest of the race in second gear.

While all of this was going on the Kawasaki was moving out to an incredible lead and surprisingly enough the 450 Honda Wasp had taken over second with the 750 Honda Wasp in third.

Lucchese/Morgan were running sixth but a broken piston forced them to

drop out of the action. Palfreyman/Gardener were trying very hard to stay up with their class but only being able to use second gear was too big of a handicap. At the finish it was the Kawasaki taking the win followed by the 450 Honda Wasp taking second overall and first lightweight.

The start of the second moto was the beginning of an exciting battle. Sanner Sr./Sanner took the lead at the start and were very quickly bumped from that position by Ridyard/Vermeersch on that powerful Kawasaki. This placing did not last long as the Sanners came back with the Norton on the next lap and bounced the Kaw for the lead.

Bertus/Ashton were running third on a 750 Norton Wasp followed by Bell/O'Conner in fourth. Soon Bertus/Ashton took control of the lead as Sanner Sr./Sanner dropped back to fourth. By this time Palfreyman/Gardener were charging and they came from seventh to first by the third lap. The whole time they were making their charge on the leaders they looked like they were stuck wide open in fourth.

By this time Huntley/Ritchie were running in second followed by Ridyard/Vermeersch. The Honda and the Kawasaki were battling it out when the Honda crashed. The Kawasaki was doing a powerslide when his rear wheel hit the front wheel of the Honda. This moved Bertus/Ashton up to third position and Crandell/Swart into fourth.

Results

HEAVYWEIGHT: 1. Ridyard/Vermeersch (750 Kaw). 2. Palfreyman/Gardener (650 Tri Wasp).

LIGHTWEIGHT: 1. Immken/Nelson (500 Yam). 2. Holland/Harris (360 Yam).

Burns hot at South Bay

By Jon Hayt

CHULA VISTA, CAL., JULY 30
South Bay had another night of fierce competition. The action started with the two mini classes. Byron Antonacci (Yam) won both classes and really showed the crowd his riding skill. The kid's hot!

The 125 Pros took off with Ron

Turner (C-A) getting the hole shot and the win, followed by hot John Tessitore (Yam) right on his tail. The next big event of the night also featured Turner as he led fast Randy Burns (Yam) around the track for the win in the 250 Pro class.

Of special interest was the next 250 Pro race. Burns got the hole shot with Turner very close. Mike Stearns (Mon) was in third until Turner crashed, giving Stearns second and Burns the 250 Pro win for the night.

Round two of 125 Pros was almost a repeat of the first as Turner grabbed the lead and the win.

South Bay will be hosting two of the qualifiers for the CMC grand finale at Irwindale. August 13th and 20th are the dates, so be there for the points.

Results in Results Section.

R.A.C.E. time at Corona

By Teri Buchanan

CORONA, CAL., JULY 24

Don Berry (Yam) brought in straight firsts in the Mini class, but not without some rough competition from Martin Kistler (Hon). Third overall was taken by Jill McIlrath (Hon).

In motos one and two of the 125 Beginner class, James Rockwell (Hon) had the lead, but Tom Coco (Yam) took it away in the final race, followed by Warren Moreno (Hon) and Kirk Snodgrass (Hon), pushing Rockwell back to fourth. Moreno took third in moto one and second in moto two, giving him second overall behind Rockwell. With a score of 2-4-3, Snodgrass claimed third overall.

John Gless did a fine job in the 100 Senior class, leading the first two races. Ty Richey (Yam) claimed first in the final moto. Gless got the cash, Richey took second, and Todd Miller (Hon) placed third.

Scott Slater was the one to beat in the first two motos of the 125 Junior class, Tom Garvis (Hon) doing it in the final moto. Slater (Yam) fell back to

Randy Burns topped a tough class of competitors in the 250 Pro class.



ANDY HAYT

third in the last race, but picked up first overall, followed by Garvis and Marc McLure (Suz).

Rick Van Ryn (Hon) rode to first in moto one of the 125 Intermediate class, Robin Richey (Hon) grabbed second, and Jackson Kistler (Hon) dropped into third. Richey led moto two, Kistler moving up to second, and Scott Sheedy (Hon) taking third. The final moto had Kistler first, Richey moved down to second, and Steve Harper (Hon) placed third. Richey won first overall, Kistler followed, and Harper was number three.

Steve Harper (Hon) made a good showing in the 250 Junior class, with two firsts and a third, putting him first overall. Don Snyder (Hon) did well in the first two races, taking seconds, but fell way back in the last race. Wayne Martin (Hus) only took fourth in moto one, but he stole first in the second race and second in the third, putting him second overall.

Showing up on a 250 Yamaha in the 250/Open Senior class, David Williams pocketed the first place money without much difficulty, the real battle being for second between Kelly Callaway (Yam) and Richard Franklin (Yam). Positions were swapped throughout each race, Franklin ending up with a fourth and two seconds, and Callaway with a second and two thirds, giving both riders eight points. Because of the final moto rule, Franklin took home second, and Callaway got third.

Results in Results Section

They came to race at OCIR

By Ernest Coleman

EAST IRVINE, CAL., JULY 30

As summer rolls on so does the AMC racing action at OCIR, where MX racers showed up in force for chain lube prizes and some hard racing.

250 Expert Dave Carlson (Mai) had it out with Steve Monthgue (Mai) and Aaron Bassett (Mai) in one of the best races of the night. In the first moto, Bassett came out of the gate first with Monthgue right behind him. Bassett held his lead into the second lap, where Monthgue and Carlson gassed it past Bassett. Going into the third lap Carlson passed Monthgue to go for the overall win for the night.

Robert Hannan (Yam) made it look easy as he took the holeshot in the first moto of 125 Pros but Broc Glover (Yam) and Rick Bean (Hon) did not have the same thing in mind. They had come to race and they chased Hannan all over the track, but Bob was able to hang on for the win.

From the start of the third moto it was a three-man race with Bean leading the first lap followed closely by Glover and Hannan. Going into the second lap Glover and Hannan passed Bean, with Hannan taking the lead and the win followed by Bean in second.

Results Pending.

One for Joe Plante

By Mike Klinger

GARDENA, CAL., JULY 30

Dominance of the 125 Pro winners circle by the Lunde Brothers has ended momentarily at Ascot Park Motocross. Wednesday night, Joe Plante (Hon) won motos two and three to collect the 125 Pro overall for the first time this season. The two "Night Stalkers", Jeff Jennings (Bul) and Bill Rubly (Mai), won their respective 250 and 500 Pro classes.

It looked as if the Lunde Brothers were going to battle again this night for the top honors. Chuck Lunde (PCH) pulled off with a dead engine on the first lap of moto one and Tim Lunde

(FMF) took the win. The rest of the night was all Joe Plante's as he led from the gate in the last two motos with Tim Lunde really pushing to catch up. Lunde had to settle for second overall and John Tomlin (Hon) was third.

A repeat performance by 250 Pro ace, Jeff Jennings (Bul), materialized early in the evening. Jennings won the first moto but not before Bill Rubly (C-A) and Dan Barnes (Mai) led for four laps. Jennings' only competition came from Rubly and Barnes, but he pushed them aside and eyed the overall. For the record: Jennings, Rubly and Barnes.

The big bore Maico of Bill Rubly finally had someone to race with. Jeff Jackson (Mai) showed up and gladly took three second places as Rubly walked away with the victory.

Results in Results Section

Scramblin' in the dark

By Maureen Lee

ELSINORE, CAL., AUG. 1

A District 37 scrambles on a Friday night is a bit unusual but so as not to subject riders to summer daytime heat or conflict with the weekly Saturday night TT, the Gripsters opted for one and it was neat!

Just for signing up you got a present like fork oil or chain lube, while class winners at the end of the night were given more goodies. Arthur Junker got a good set of tie downs and Jim Redding an alloy loading ramp, while mini winner Todd Brown was happy with a \$10 gift certificate from Long Beach Honda.

The 125 Novices were the biggest gang in town, with heats to run instead of motos. First heat Jim Speigle (Yam) and Joe Steffan (Yam) settled first and second spot with good racing. Second heat, Danny Perkins (Hon) tumbled, came back on the restart to run up front with Dave Jenkins (Hon) and Carl Whitt (YZ). The semi had Jeff Wright (Yam) trying hard to get first place away from Robin Loomis (Yam) and one pie plate rider brought a yell from the stands as he missed the first turn, went wide and almost landed in the tires way at the top of the hill before he could stop.

Jenkins, Steffan, and Perkins mixed it up for the lead in the main and toward the end Steffen nearly ticked Danny's rear wheel as he'd try to go under, but he couldn't quite complete the pass. Good racing!

It was business as usual in the 125 Junior-Expert division. Mike Tidwell (YZ) was the winner, but not without eluding Gordie Kidd (Yam), Wayne Rainey (Hon), and Steve Woskoski (YZ). But for sheer letting it all hang out, it was Charlie Summers (YZ), second overall, especially in his third race with Rainey.

Friday night that 500-Open Novice class was more fun to watch than the Experts. First it was Earl Parker (Yam) just flying, with Ken Owen (Tri) really working to get to second then losing it to Redding. Parker was uncatchable.

Next round it was Wayne Melanson (Yam) into the lead and Redding right with him. My note reads "C-Z goes like hell... great battle," it was, too. Redding holeshot the last heat with Parker right with him, but the flying Parker dropped back as Steve Jones (Yam) got himself all together and just shot up through the pack.

The Open Junior/Experts had a good time too. It was a three-way go between the Yamahas of Jim Wright, Steve Miller, and Gripster Doug Hannon. In the second round Rick Marquis (Hon) went under Mike Boyle (BSA) and just plain clobbered him, bending Mike's brake out of shape and dumping his own chain in the process.

Don't know how, but I didn't get home with the 500 Expert results, but I got enough out of the old notebook to

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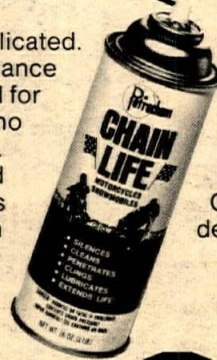
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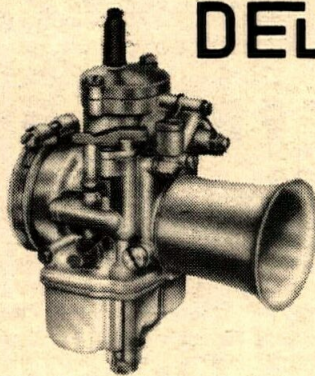
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Jeff Jennings and Bill Rubly are in the process of making a sandwich out of Williams.

500 Pro winner Doug Sherman doing nasty things to the track with his big bore Maico.



PHOTOS BY THE KLING

remember that it was Ed Steffan (Yam) out in the lead first moto with Don Grigsby (Yam) on his tail and finally passing, with Marquis moving on up and challenging Steffan. Second round it was T-Bone Grigsby in front and Clyde Dennen (Suz) flying to catch up. He over-cooked it in turn one and then got into more trouble as his rear wheel suddenly stopped sliding and grabbed lots of traction. Clyde didn't go down but he had an interesting time of it, and Marquis won that round. It was Marquis versus T-Bone again. Rick couldn't quite make the pass, but their efforts put quite a gap between themselves and Steffan.

Steve Fortune and his "Lonely Bul" was up against all those Yamahas in the 250 Expert and did 'em in but it wasn't easy. Second moto it was Gary Staddan leading with Randy Bird going for the outside of turn one. He made it, and then next time around it was Fortune doing just the same thing to take over from his third spot. Pass and repass, it was wild! Last round, Eddie Beeson got them all off the line. In that race Randy Bird got into some real trouble in turn

one, but like a true racer left that throttle on and he and the bike stayed together as a team. When in doubt, full out!

Arthur Junker had the track wired for his 250 Novice win although Greg Zehner on another Yammie and Steve Loomis tried to catch him but it was three straight for Junker.

And the littlest ones of all, the minis, had their night. Todd Brown's Yamaha sure has lots of suds, but Tommy Walton and Pete Hames never give in and neither did Gene Jenkins on a Honda. In the last moto it was Brown leading, but Hames had gotten right up to his rear wheel when they came into turn one and caught up to Rich McIntosh, who had been having a good time on an absolute stocker all night and there was some tricky maneuvering to get everyone around with Hames just getting past as they came around to the finish.

Ultra and lightweight point standings are really shaking into place and Mike Tidwell has number one in both divisions. In the ultra-lightweight, Steve Woskoski isn't that far behind.

1+1=1 for Hannah and Jennings

By Mike Klingner

IRVINE, CAL., AUG. 3

When a rider finishes 12 seconds ahead of second place in both motos, this is quite a racing accomplishment. Bob Hannah (DG), riding out of Palmdale, California, did this Sunday in the 125 Pro class at Saddleback. Jeff Jennings (Bul) also scored a perfect day to outlast over twenty 250 Pro riders.

As the 125 Pros came around the first real deciding turn, it was Bob Hannah in the lead and he was never challenged. With Hannah scooting off to a huge lead, Tim Lunde (Yam), Dan LaPorte (FRA), David Taylor (Hon) and Dave Williams (Yam) were the other factors for the top two spots. Bob Stem (Yam) came from a seventh place start to pass six leading riders and finish second in moto one. Hannah won, Stem second, and LaPorte third.

Moto two looked as if LaPorte was going to run away with the show. But after three laps, LaPorte pulled off with a seized motor. Then who was in the lead? Bob Hannah, and no one could begin to catch him. Second place was the real battle with Taylor and Stem side-by-side. They stayed so close the entire moto that it looked like only one rider. The overall went to Hannah with Stem second and Taylor third.

Twenty 250 Professional riders converged on the first turn and "Mr. Holedshot," Bill Rubly (C-A), was first to the Webco Hill. Jeff Jennings (Bul) came off of a fourth place start, began to pick off riders one-by-one. Jennings took the lead and was pushed very hard by Bruce Baron (Yam). At the checkered, Jennings won by a hair, Baron second, and David Williams (Yam) third.

The gate dropped and number 19 was in the lead and never faltered. Husky-mounted Bob Elliott pushed Jennings for five laps but tired and fell back to a solid second. Jeff Vidic (Mai) and Dan LaPorte (FRA) were the candidates for third. Vidic grabbed it and third overall with a seven-three tally.

Doug Sherman (Mai), riding for Rams Express, was the 500 Pro overall winner with a three-one score. Three riders finished the day with four points and it was the second moto action that decided the top three positions. Jon Derhammer (Mai) was the runner-up and Bill Rubly (Mai), riding his second class for the day, placed third overall.

Results in Results Section.

Taylor tops 125 Pro

By Jerry Cortright

IRVINDALE, CAL., AUG. 3

You can tell stories about all of the great motos you've seen or how this guy did this or that, if you weren't at Irwindale Friday night you missed one of the best 125 Pro races of the year. Thirteen of C.M.C.'s best turned out to do battle and when it was all over, 2,103 spectators couldn't believe the results.

Tim Lunde shot out to lead the first moto and went wire to wire, Jim Domann, who had a 13th place in the first round, came back to win the next two. Meanwhile, David Taylor had settled for a fourth, a sixth and a third with Don Bongiorno and Rob Zamora also finishing in the top five in all three motos. When the dust finally settled it was Taylor, Mark Lawrence and Bongiorno all ending up with 13 points. Taylor got the nod for his third place finish in the final moto.

Steve Schilling came from the back of the pack to get wins in the first and third motos and take the overall in the

125 Intermediate class. Mark Montoya swept the field in the Junior Two Division going wire to wire in all three motos. Frank Leal did the same thing in the 250 Junior One class. Jon Miller piled up a bunch of points in his bid to become a Pro and left the rest of the riders sitting at the line as he went home with three victories.

Jeff Vidic did his act and never saw the back of a rider as he collected another win in the 250 Pro class.

Bill Rubly spent most of the night going against his good buddy Luke Messer, with Rubly coming out on top of the 500 Pro class.

Results in Results Section.

Turner takes second with broken leg

By John Bethea

EAST IRVINE, CAL., AUG. 1

It was not a very pleasant night for Ron Turner. He did win the 125cc Pro class and finished second overall in the 250cc Pros, but he left the track on a stretcher with a possible broken left leg. It happened on the last lap in a terrific battle he was having with Jeff Jennings. Turner was trying to find a line in an attempt to pass when he apparently clipped Jeff's rear tire. The next thing was the highside spill.

The ironic thing about the whole affair was that Ron still got credit for a fifth in the race since he had completed more than half the laps required for a finish and was awarded second overall. He had won the 125 Pros without winning a single race. His solid consistency with seconds gave him that win.

That 125 race was tight. Scot Clifton (Hon) won round one, but then had troubles with the traffic and finished fourth overall. Davey Carlson, a late entry on a Honda, took fifth in round one, then pushed back his opponents in the next two races, only to wind up second overall to Turner. Robert Hannah (Yam) was also consistent for third overall.

Jennings won the 250 Pro class on the strength of two moto victories and Dave Foltz (Mai) was third. Mike Yorba dominated all three 500cc Pro motos to garner the win in that class.

This Friday night, both here and at Irwindale Raceway, will be the first qualifiers for the CMC Night Motocross National at Irwindale on September 5. \$15,000 in cash and prizes are up for that one.

Results in Results Section.

Whooping the doops at Ponderosa

By Jim Bissner

PONDEROSA, CAL., AUG. 2-3

Saturday evening's race began with the anticipation of a win by Wes Anderson Jr. However, that was not to be the case as Gary Stammen managed to hold it together and boogie to first on a 400 Mono. Monte had a flat rear and Jr. stuck his piston at home check. Wes did manage a first in class, though, on a 400 Yamaha finishing second overall ahead of first 125 Lee Fabry (Mono).

Sunday presented an entirely different story as Monte Lee changed tires and split for a commanding lead over Rover Mike Aston (250 Hus). Wayne Garret led loop one, but then seized it where Wes had. Larry Mason from Camarillo rode his Mono to second Open. Bucks Grimm (Bri) and Tim Saunders won the 125 class astride a Yamaha.

Next event will be September 6 and 7, hope to see ya there.

Desert hotline

August 12, 1975 **CYCLE NEWS**



Gordon Schmid went from first to third when his bike got hung up on a big rock.

Brooks takes Gold Digger H&H

By Dale Brown

SOGGY DRY LAKE, CAL., AUG. 3
Making his first DRA appearance of the year, Cordis Brooks (250 Bul) made up for lost time by taking the overall win in the 60-mile Gold Digger Hare n' Hound.

Somewhat anxious at the start, Cordis flubbed his first kick, got his bike started on the fifth and took off through the dust. Larkin Wight (Yam) got to the bomb first, only to seize his bike, handing the lead to Gordon Schmid (Yam). Novice Bob Burtcher (400 Yam) got a heckuva start, running in second and easily keeping Schmid in sight until coming up with a flat tire. Meanwhile, Brooks had moved up from 10th at the bomb to third, and was now chasing Bill Saltzman (360 Hus) who had inherited second. Brooks got by Saltzman shortly before the end of the first loop, but Bill regained second place when Brooks pitted.

A brief seizure shortly after the start of the second loop didn't stop Saltzman from catching up to Schmid and passing him, but Gordon regained the lead quickly.

Running down a tight sandwash, in the lead, Schmid slid out in a turn and the bike became high-centered on a large rock. While Gordon was having trouble getting down off the rock,

Dean Miller made it two overall Amateur wins in a row.



Saltzman and Brooks blew by. That little contretemps tired Schmid and he didn't challenge for the lead again.

Brooks passed Saltzman for good in a sandwash about 10 miles from the finish and stayed in front the rest of the way, with Saltzman breathing down his neck.

Dean Miller (250 Yam) still hasn't cooled off, finishing fourth and grabbing first Amateur honors for the second time in a row.

Jamie Avels (400 Yam) spent much of the last 10 or so miles closing the gap on Amateur Vance Schmid (250 Yam). The pair spent the last mile side-by-side, flat out in fifth gear. Neither one backed off the throttle through the

Cordis Brooks went from a five kick start to a first place finish.



finishing chute, with Avels taking fifth by inches. Seventh overall and first Open Amateur went to Lon Peterson (400 CZ), who's been getting faster every race.

Prosperous Shepard (400 Yam) took his second Novice win in a row, finishing at 12th, three positions ahead of Wes Finkle (400 Yam). Eric Spaeth (Hon) took the small-bore win.

Joe LaPorte, who held the number one plate in the small-bore class last year, showed up for his first race since a broken back in February of '74. Riding a 250 Can-Am in the Senior class and wearing his son Danny's jersey for luck, Joe swooped the class overall win ahead

of usual winner Gus Paull (400 Yam).

Ken Mann (360 Yam) didn't have any problems spoiling his enjoyment of a healthy lead over the rest of the Beginners. Steve Grenke (125 Mono) was a ways back for second overall.

Motocrosser Linda McNamara (Hon) had fun in the desert, finishing first in the "A" Powderpuff class, while Chris Wallace (Suz) had her own way in the "B" ranks.

Variety was the password for the course with the terrain ranging from dry lake beds and deep, deep whoopies to several kinds of sandwashes and fun rollers.

Results in Results Section.

PHOTOS BY DALE BROWN

'75... the year of the Bul



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CYCLE NEWS NORTH

Becker finishes & wins

By Rex Backman

LIVE OAK, CAL., JULY 19

After a month of nickel and dime break downs, 250 Expert Delno Becker finally put together a pair of good consistent rides.

Dan Baker (Bul) pulled the holeshot in the opening 250 Expert moto as he rode WFO around the course while Rodney Poque, Danny Garland and Delno Becker gave pursuit. With Baker riding in his usual out-of-control style he soon had a good lead over the pack. Delno Becker had moved his CZ into second after Garland and Poque fell on different parts of the Live Oak course. Becker now set his sights on the distant, berserking Baker. Halfway through the race his bike began to give him trouble. Every time he gave it the gas hard it would temporary mis-fire so Delno had to settle for second place spot in the race behind Baker.

Baker got one of his rare good starts and led the 250 Experts for the first few laps until a really pumped-up Lonnie Murphy (Mon) got by. Murphy, a new face here, rode a smooth, fast race and took the moto win. Becker hung on for another second with his CZ still having mysterious problems. Mark Dickerhoof rounded out the top three with a consistent ride. Baker's several crashes in the final moto put him out of contention.

Mike Preston, winner of the 125 Expert class, might not have been the fastest rider out on the track but he didn't fall down as much as the other riders.

Little Roy Seiler took the win in moto one after getting by early leader Preston. Arnold Plant (Yam) took third after a tremendous duel with Eddie Brown and Mitch DeVaughn during the last half of the moto.

Preston and Seiler dived for the lead in round two with Preston coming out on top after Seiler crashed coming out of a sweeper turn. Eddie Brown took third holding off Mitch DeVaughn who was trying one of his patented last lap charges.

Jimi Graham (Mai) took his second win in two weeks here for his two moto sweep of the 250 Junior class. Alvin Jenkins (Oss) got the holeshots in the motos but Graham worked his way into the lead both times. Former Novice flash, Larry Gollbach, rode in his first Junior race here at Live Oak and took second ahead of Kevin Booth.

B.O.S.S. MX at Plymouth

By Sallee Hilton

PLYMOUTH, CAL., JULY 13

It only took Dave Longcor (Hus) slightly over one lap to be first place after the start of the 250 Expert first moto. Floyd Davis (Bul), who had been out of racing for a month or so, wasn't impaired by his lay-off. He grabbed the hole shot with Don Sandretto (Bul) right behind him, but tired early, dropping back and letting Sandretto and Pat Richter (CZ) by. These two waged a continuous battle for second behind Longcor.

Sandretto DNFed in the eighth lap, so Richter tried for Longcor but

couldn't quite cover the distance in time. Now running in third place was Darrell Shultz (Bul) who had gone down in the first turn off the start and had been busily making up for time lost. Davis, in fourth, was fighting off Scott Henry (Bul) who had also gone down in the first lap (and the third lap. And the seventh lap). So the order at the flag was Longcor with Richter right on his tail; back a ways were Shultz, Davis, and Henry.

Second moto, both Longcor and Shultz came off the line in front, Longcor holding it on to take the first and gain a long lead, while Richter was coming up from behind to join him. Shultz, next up after Richter went by him, pulled out of the race in the third lap, in pain, with a recurring knee injury, leaving third place to Sandretto.

Cloyse Holland, Jr. (Suz) won the drag race in the 125 Expert class with Mark Hilton (Hon) on his tail. In the second lap Holland did a "Laugh-in" type flop going around a hairpin turn. Hilton was past before he could get going again, but only temporarily, as he regained the front spot in the fifth lap. Holland and Hilton stayed close to each other, but far ahead of the rest of the pack. Perry Gann (Yam), trying the 125 class after turning Expert just recently in 250, came in third, with Roy Seiler (Hon) fourth.

In the second round it was a three-way duel off the line with Holland, Hilton and Gann. The third lap it changed to Holland, Gann and Hilton, with Holland stretching his lead almost a third of the way round the track, leaving Hilton to chase Gann for the rest of the moto. Hilton fell near the end of the race and dropped further back but still retained third place. Chalm Roberts (Hon), another new Expert, finished fourth this time after a DNF in the first moto when his chain broke while he was running third.

Pat Richter (CZ) took a long lead in the first Open Expert moto with Charlie Marshall, on a new Bultaco, and Casey Vail (Mai) swapping second place as they took turns watering out. Marshall, just getting back into motocross since his recent marriage, ended up second by taking the longer (but drier) line through the waterholes.

The second moto was a heartbreaker for some fans and a triumph for others. Marshall, in first and going strong, with Richter at a barely respectable distance behind him, also going strong, came up for the finish and a mere 10 feet from it, just around the hairpin, he spun out, killing the engine. While trying to push the longest 10 feet he'd ever encountered, Richter ducked under for the win and the first place money.

Results in Results Section.



Boogie time for this 125 Novice division. Eventual second place man Dave Gomez leads.

The 250 Novices get off to a rousing start at Live Oak.



High point battle at Lodi

By Ann Carr

LODI, CAL., JULY 18

The battle for high point at Lodi Cycle Bowl tightened considerably this evening as Expert racers vie for over \$400 at season's end.

Mike Johnson of Sacramento took his sixth win in the 60 Mini class to move into a tie with Fred Merkel. Merkel was able to eke out a win in his heat but flying Rick Ryan of San Jose took his Moto Fast Yamaha to his second consecutive win in the 80 Expert Main. Shawn Callahan moved into contention by charging from the penalty line and working his way through traffic to win Open Expert. Also in the hunt is Stockton's Tracy Hays whose second in the 80 Junior Main moved him within one point of the front runners.

Concord Yamaha's Steve Brandt picked up a seven point lead by winning his sixth 125 Main.

John Hlebo took a second behind

PHOTOS BY REX BACKMAN



Dusty start at Sandhill, and somebody back there seems to be trying for a little altitude in order to see out.

Yamaha-mounted Benny King in the 500 Expert race while David Burton survived a hard charge by Jeff Eide in the 250 Main. Other racers in contention for the four end-of-season payoff spots are scrambles ace Dave Bostrom in the Open class, Rick Otto, heavyweight rider John Tavis of San Jose, and 125 hotshoe Mitch Davidson.

Leading in the sportsmen ranks are Penton's Dan Foley and Open Junior George Taylor of Stockton. Foley took his fifth win for the season as he beat out Suzuki rider Gary Bedford of Antioch. Taylor, meanwhile, moved to within one point of Foley by following a slow heat with a strong win over Redwood City's Bruce Rollins in the 650 Junior Main.

Other riders who still have a mathematical chance at top honors are Lodi MC president Dennis Kritzer who took a hard fought win over the other possibility Sal Hoffman in the combined 350-500 Junior event.

Results in Results Section.

Sandhill MX

By Steve Castillo

BRENTWOOD, CAL., JULY 20

Charlie Halcomb, fresh from his win last week at Watsonville, did the job today at Sandhill Ranch. Halcomb picked up the 250 Pro win but it didn't come easy for the Husky rider from Santa Cruz.

Moto one was a battle between super-aggressive Bill Johnson (YZ) and Halcomb who is also known for keeping the gas wide open. It looked like anybody's race as these two swapped back and forth.

Coming down the hill before the flag Johnson had pulled ahead of Halcomb and held him off till the finish. Halcomb had to settle for second, but everybody had a feeling he'd be back in the second moto trying harder than ever.

Everybody was right. Halcomb came back in the second moto with a vengeance. Charlie had to work up from about fifth so it made for some pretty interesting racing. Curt Berggren had jumped to the lead but soon got passed by Duane Joice (Yam). Bill Johnson now had the lead and was holding on like no tomorrow.

Halcomb finally moved within

striking distance of Johnson. It didn't take long before the charging Halcomb soon shot by. Gary Murphy (Mon) had a good second moto, finished third which combined with his fourth place finish in moto one for third overall.

None other than Dick Mann cleaned up in the 500 Pro race. Dick couldn't do any better than two firsts, riding the old reliable BSA. Dick's only real competition came in the form of Sandhill fast-guy Mike Cates (YZM). Mike held up Mann in both of the motos, but Mann's stamina held up better than young Cates.

Results in Results Section.

T-Car MX goes Semi-pro

By Bobbie Jo Hershman

CARSON CITY, NEV., JULY 13

It was the first semi-pro race of the season, and the program was run upside down, giving the Open Expert class first race of the day.

Water crossings used for the first time this season in the first moto caused riders to pile up in the mud. The race director rerouted the course, stating he would not use the water crossings again unless it could be done less hazzardously.

A repeat grudge race between Kim Adamson (Yam) and Sherwood Hall (Hon) in the 125 Expert class was the eye-popper of the day. Kim led the first moto until he dropped his bike on a sharp right turn, giving Hall the checkered flag for the first moto. Their second moto, Kim got the lead on Hall and kept it, with Hall breathing down his neck until the last lap. Then Hall passed Kim on a turn only a quarter of a lap from the finish line. As the two approached the last jump they were neck and neck. Kim came over the jump alone, as Hall lost control of his bike just seconds before. The spectators went wild when Kim ducked under the checkered flag.

In the 250 Junior class, Conrad Stitser (Hus) rode his second race as a Junior and took second place as Matt Hansen (Hus) rode like a pro for first.

Cherry-picking days are over for 125 Junior Sam Penrod and Open Novice Steve Shaw as today's race moved

MX course? Whoo, they have enough rocks here for a SoCal trials section.



PHOTOS BY STEVE CASTILLO

Penrod up to Expert and Shaw to a Junior.

Pioneer Short Track-going strong

By Ann Carr

OAKDALE, CAL., JULY 19

The seventh race in the Oakdale MC short track season happened on a strong note this evening as 267 racers vied for 48 trophy spots and 12 semi-pro payoff positions. Ray Hook of Blendzall Corporation also sweetened the pot for the 125, 250, and 360 Novices as he donated a case of Blendzall Oil to each class winner.

Following his win at Lodi Friday night in the 125 division was Stockton Honda rider Steve Alberdi. Steve jumped in front of the large field on lap one and carried to the finish ahead of Randy Bradshaw, Randy Martin, Randy Bereman, and Frank Hannah.

Mr. Hook's oil was captured in the 250 Main by Ceres rider Don "Mudder" McBride in his first 250 win. Don was strongly challenged by Tim Cook of Salinas, Modesto's Don Taylor, and Louie Orozco.

Expert action featured a near upset in the 360 ranks as Carl Yerby (Hon) had the somewhat slick course dialed in the Main, leading top Pro Novice Ted Davidson for 12 laps before going wide in the spectator turn and giving Ted a chance to duck under for the win.

The 125 Expert Main noted a couple of new faces tonight as motocrosser Chuck Goodrich topped a good field. Second to Chuck was another new face, Rod Spencer of San Jose.

Results in Results Section.

Medford Raceway short track

By Lynne Diltz

MEDFORD, ORE., JULY 18

There was action aplenty at Medford, with a slew of new numbers on the scene. The track was in super condition, so there were very few spills and no serious injuries.

Three of the riders were from Kingman, Arizona. One trophied in the 125 class and one didn't but got the most attention. He was six-year-old James Williams, riding a Mini in the Kids

CYCLE NEWS NORTH

class. The little guy had form, except his legs weren't yet long enough to reach the track!

The first heat of 125s, riders got set, engines wound out and as clutches were popped, Wayne Williams lost it over backward. Kirk Howard held the lead most of the way then went too high in turn one, allowing Tony Speck and Kerry Himmelwright to continue the fight for first.

Robert Speck's bike was out with Steve Risley on it; Robert suffered a broken collarbone on his last race and won't be back for awhile. Joe Cook came off the start of the Kids B Main like he was shot from a gun, rode like he meant business and took a solid first.

Rich Word was on Jeff Cook's 250 and did he go! Ask Brian Peterson, who ate dirt in the Trophy Dash. Brian got his revenge in the A Main, though. He socked a solid first and left Rich to second. Mark Detwiler's 250 seized, as did the 360 of Greg Wilson's.

The Open Trophy Dash had the crowd on its feet. Brett Howard had full intentions of a trophy but Jeff Campbell got under him to take the lead. Jeff went wide on turn one and Louie Booth shot by with Jeff Hurd close behind. The race was on for a short lap, with Booth taking the checks first. Jeff Campbell came back with a sure win in the A Main, lapping the last of the field.

Results in Results Section.

Washington HSMX Championship & Yamaha Dirt Days

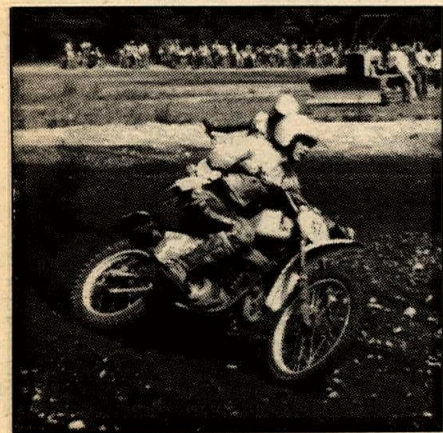
By Sue Sykes

KENT, WASH., JULY 19-20

Washington Yamaha Dirt Days was just as advertised — a weekend motorcycle extravaganza. When we were at S.I.R. for Wednesday motocross we could see by all the banners, tents, and hay bales that we were on to something. The difficulties experienced by the Medford, Oregon Association were not evident here in Washington.

Yamaha International informed this writer in May that Dirt Days was in the fixings. Excitement began to generate among high school motocrossers. Many of the racers had ridden in the Washington race at Puyallup, the Honda race in Portland but were still ready for a third time around during Dirt Days.

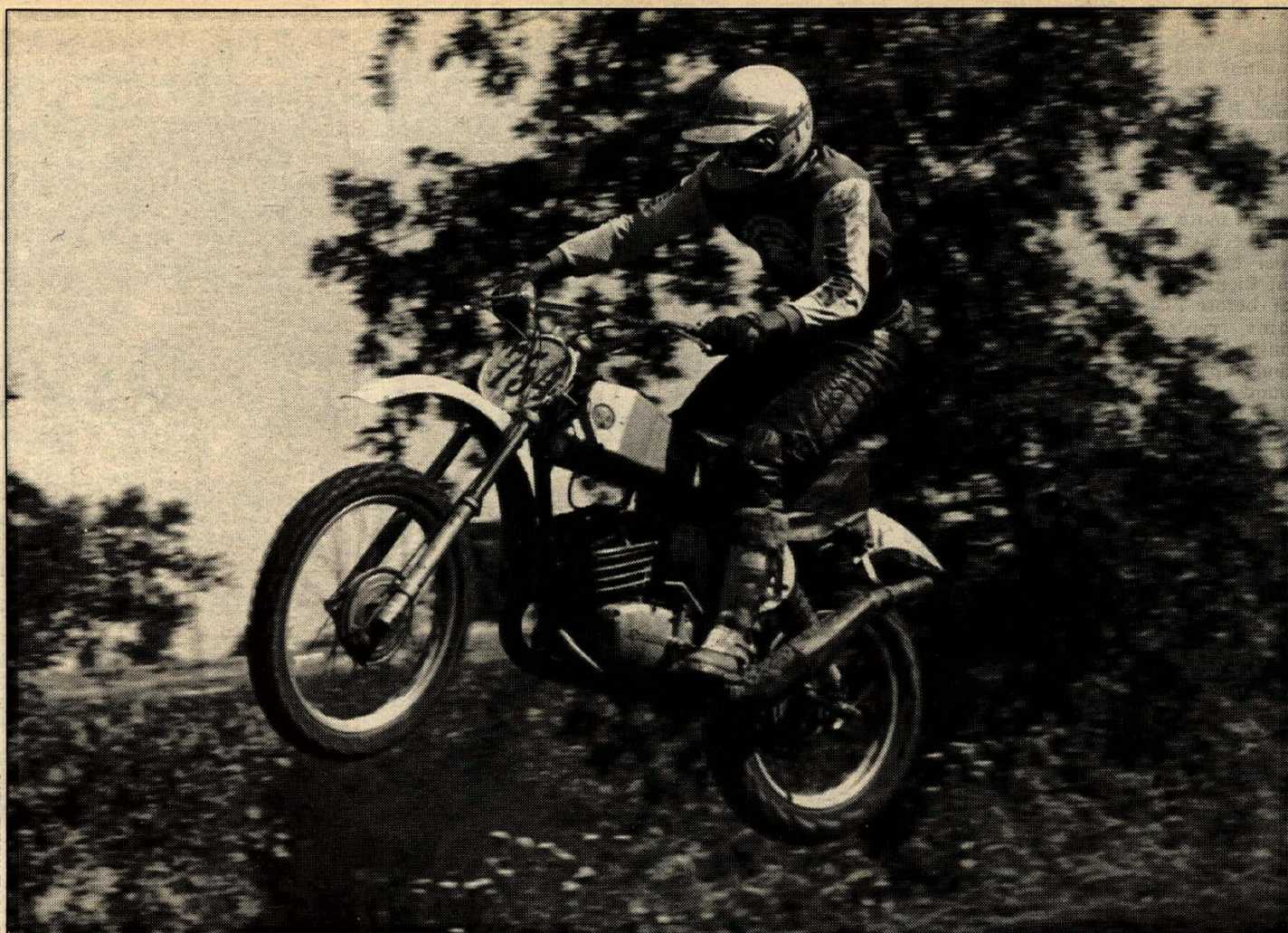
The qualifiers were held at five



Kim Johnson (47) was second Open Expert.

different tracks. Bicycle motocross qualifiers were held on the same race days. Discount admission tickets were available at dealers for the qualifiers, well in advance of race dates. Free admission tickets for Dirt Days were also available at this early date. Packets were mailed to the high school qualifiers in advance of the race date with necessary forms, pit passes, track directions, and general information.

DAVID McELYEA



Pat Richter is all up in the air over winning Open Expert at Helvetia.

Day one

Sign-up was no hassle — and after a practice and riders' meeting the first moto riders were introduced to the crowd.

100cc Novice: Probably the most well matched riders out. Moto one winner Tom Ludwig (Suz) landed at the bottom of a third moto pile up — really — they had to uncover him before they found him. That ol' tough guy grabbed a good position on the restart and finished out with a third. Ludwig chalked up a one-three-three for that first overall.

Lon Werremeyer (Hon) of Moxee City topped out Brad Hoyt (Suz) of Puyallup by one point to cash in on the 100cc Expert scholarship. Fine rides by both hard-chargin' racers.

Renton's Bob Collins (Yam) made his presence known with wins in 250cc Junior motos one and two. Bob was



250 Expert winner Mick Mumau brought his own trophy girl.

back a bit during the 15 minute ride in moto three but played his hand right and scored in with a fourth — good enough for first overall.

Eastern Washington dominated the 250cc Expert class with three of the nicest guys around. They traveled so far you have to give them credit for being to sign-up on time. Mick Muman (Hus) from Colville, a town from the very eastern part of Washington, rode a fine race for a first overall and the scholarship. Oroville High's Rick Hill

(Yam) — just a river's distance from Canada — rode his YZ to a win in motos one and two. In the final moto Rick rode second behind Muman for the first three laps. He claimed the lead and held it for two laps, then slid out in the starter turn. It took Rick too long to get going again, and he settled for second overall. Third went to Steve Eckenberg (Hus), Kennewick. Good old hard work and a nice scoring of two in moto three paid off.

Day two

A full line of 125 Novice riders formed at the sign-up booth by eight Sunday. Two line-ups really — anyway that's what it took to get them off the starting line. Each division ran two motos. Then the top seven overall from each division transferred to the third moto. Jeff McCann (Yam) of Kent took a two-one in qualifier motos then topped it off by leading 16 laps of the final moto. Second and third were Leon McDonald (Yam) then Ron Binckley (Yam).

Lee Voss rightly earned the 125cc Expert scholarship. In moto one Voss took a mid-pack start and after one lap was down to eighth. But the hard chargin' Suzuki rider kept after it and finished third with Glenn Felt (Yam) the moto winner. In moto two Voss took the lead on lap five after starting out fourth. The final moto Felt took the lead for three laps then gave way to Voss who rode out 14 more laps for the win.

Fifteen-year-old Micah Raphael of Port Orchard rode his way to fame and a scholarship on his Yamaha — with a one-two-two in Open Expert.

Two riders that didn't make the trophy list but placed fourth in their respective classes deserve a pat on the back. Rich Binckley, Open Expert, proved he was boss by claiming motos two and three of his class. Rich took the lead of these two motos and lapped all the riders on moto three. Moto one was one of those "That's Racing" experiences. A broken chain in the first lap let the scholarship slip right through his hand because he didn't take a finishing position.

Marvin Sykes (Hon), 125 Junior, was out the second lap of moto one to

change a plug and the best he scored was 14th. Sykes was determined the next two motos were his — he took the lead from the start and was never touched for 16 laps per moto — a super job.

Results in Results Section.

Preston, Sandretto & Richter top Helvetia

By Sallee Hilton

HELVETIA PARK, CAL., JULY 20

Mike Preston, coming on strong with his new Noguchi (Yam) from Moto-Fast, cashed in for the top 125 money after winning moto one, with Eddie Brown (Hon) hot on his heels, and taking second to Robert Friedland in moto two.

Danny "Magoo" Chandler (Yam), always a crowd pleaser with all the body English WFO, crashed in the first lap of the first moto and came back into the race in about 10th spot. In two laps he was in first, only to crash again. He still managed a third place finish.

The second moto was worse for Magoo. He spun out a couple of times, and in trying to make up for time lost he collided with a tree. Fortunately there was no permanent damage done and he finished the race but was out of contention.

Preston, an easy rider, rode both rounds the same way — starting out fifth or thereabouts and gradually working his way up to the top. In the second run, he never quite got by Friedland who had finished sixth the first time. Third place payback went to Jim Sylva (Hus) for a seventh and a 10th. Kevin Henry (Bul), coming back to racing after several weeks layoff with an injured leg received at Carlsbad, (and not quite healed yet), finished in the money for fourth with a fourth and a sixth.

Hitting the bumps hard, the jumps high, the corners sharp and the straights fast, Pat Richter (CZ) and Brian Jodry (Mon) raced hard against each other in the 250 Expert class. Richter took the

PHOTOS BY HARLEY SYKES

first moto with Jodry finishing ninth after a crash. Jodry won the second round with Richter crashing and finishing eighth. Don Sandretto (Bul) got first overall by finishing second and third. His hole shot in the first moto put him up front till Richter got by.

A hands-down victory in the Open Expert class by Pat Richter on his big CZ was threatened only briefly in the second moto when he stopped to drink a coke in the final lap. Second place rider Ken Sisler (CZ) came into sight, but Richter downed the drink and rode off before Sisler knew he had gained some yardage. Dan Shook (Hus) finished second in the first moto, and came up 12 positions in the second round to a third place finish for second place money.

Stinnett takes T-Car minis

By Lee Darby

CARSON CITY, NEV., JULY 13

Bob Stinnett had it all together in the Mini Division at T-Car. With his usual hard riding and race savvy he has dominated the 80cc class.

The race was a combined class of 60, 80 and 100cc riders with Stinnett taking a first in the 80 class and second overall for the combined class. He came back in the second and deciding moto in hot pursuit of 100 Expert rider C.B. Hodges. It looked like C.B. had it in the bag, when on the white flag Hodges lost it in the straight before the waterhole and went down. Stinnett went by him and took the finish jump for the Mini overall win.

The 80cc Junior riders were really putting on a race with Frankie Zubeita and Mike Darby battling it out and trading leads back and forth, both riders trying to put the pressure on each other. On the last lap Frankie tangled with a slower rider and went down, so Darby won the first moto.

Frankie was going to try and switch it around for the last moto. On the start it was Zubeita in the lead and Darby chewing at his rear fender. Again they traded the lead back and forth lap after lap. On the third to last lap Darby started to turn it on in the hopes he could lose Frankie. But Frankie wasn't letting him out of his sight. On the white flag lap coming up to the finish jump it was Darby in the lead with Zubeita making that last hard charge to try and out-jump him at the finish. But Darby held him off.

Paul Johnson returns but Hlebo wins

By W. H. Spencer

FREMONT, CAL., JULY 12

It was certainly a sight for a lot of sore old eyes to see the former National Amateur and black plate champ back in the saddle. Paul Johnson is back and right in the swing of things.

In the 500 Expert Main, Johnson and veteran John Hlebo squared off for the first of three trophies. Hlebo is just as smooth as ever while Johnson is riding a newly set up Astro with a front brake. The suspension isn't right but the feeling and the stuck out leg were there and that was enough. Johnson worked on Benny King for a few laps until Benny bobbled. Johnson crept up on Hlebo but it was checkered flag time by then.

Dave Burton is still having all kinds of problems with his Gringo but managed to hold everything together to take second behind a high flying Jeff Eide. Billy Seim came out of a short rest for third after losing his visor and shield down the front straight.

Kenyon cools Eklund

By W. H. Spencer

FREMONT, CAL., JULY 9

Al Kenyon (Bul) kept top rated Junior Steve Eklund at bay for the 10 lap 360cc Expert Main in round four of the semi-pro short track pilot program. Kenyon and Eklund linked up on the second lap and while Eklund got by the big kid last week, it wasn't to be even a wheel on the former Madison Square Garden winner this week. Frank Crane brought out a tricko 350 XL Honda for third over Steve Carrillo.

Jim Mertens out powered No. One Rick Delacy and Don Bailey in the 250 Expert Main. The only injury of the night was to Craig Scroggins in the heat when Delacy laid out John Dawson and Scroggins ran over the fallen motor. Scroggins caught a handlebar in the stomach and was super sore at the hospital after the race but no bad problems.

The 250 Novice was close enough that the three scorers had to get together to decide. Jerry Cerro won by less than an inch and a hair with Tony Gould (Bul) driving a hard charge.

Results in Results Section.

Salinas Airport Short Track

By Joan Worth

SALINAS, CAL., JULY 20

Even with the rider turnout down, plenty of good racing kept everyone happy, especially Mini-bike starter Jim Cunningham, Sr. Son Jim, Jr. won both the 80cc and 100cc Expert classes. Fast and super smooth, Lonnie Osborn added another trophy to his growing collection this week in the 100cc Junior round, as did his Dad, John Osborn. John crashed hard in the 360 Novice heat but came back to take a second place in the Main.

Jeff Haney is back in good form after spending some time in a foot cast. Jeff took a second behind consistent winner John Land in the 100 Novice race.

Randy Bereman is mighty proud of his win in the 125 Novice class. Brian Thompson, last year's top Black Plate Mini rider and this year's top Speedway ace, was pushing Randy right down to the flag.

The 250 Juniors saw Ryan Seidel, little brother of Pro Lee Seidel come from behind to get by Harold Kunsman for the checker. Harold doesn't make many mistakes and this was Ryan's first Junior ride.

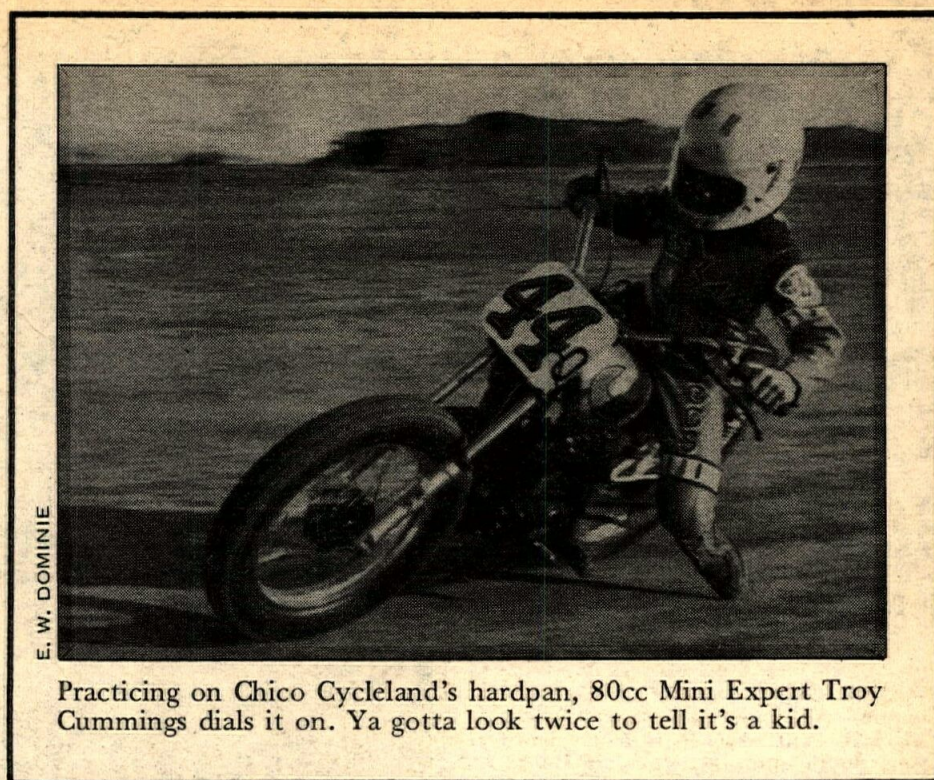
NORCAL SPEEDWAY

Christian stretches Cal-Expo points lead, Stetler doubles Napa

By Sneaky Pete

Sacramento, California
July 25, 1975

Reno's Alan Christian increased his lead in Scratch Main wins here by scoring his fifth in nine starts. Coming from his fourth "double" of the season at San Jose the night before, Norman Denny finished second ahead of D-2 graduate Charlie Morse. Rich MacMurray, after losing the outside foot peg at the start, nursed an



Practicing on Chico Cycleland's hardpan, 80cc Mini Expert Troy Cummings dials it on. Ya gotta look twice to tell it's a kid.

awkward handling machine in for the final finishing position.

After three years of trying, Steve Moore (who recently put his A.J.S. powered machine on the shelf in favor of the ESO) led start to finish to annex a long overdue Handicap Main. Randy Davis made the most of his ten yard start to fill the second spot.

His first appearance of the season one week ago being a winning one, Jim Hershey picked up twenty yards on the starting grid and no doubt gained some more yardage by making it two straight Division Two Main wins.

The Juniors went at it in Scratch racing tonight and the "Little Ghost" Lance King led wire to wire for his fourth Junior Main win in five weeks. Jimmy Sizemore filled the second spot with Brian Thompson, aboard a larger version of a Junior machine third.

The regular points season that will decide the six Nor Cal riders eligible for the National Championship qualifying rounds ends mid-August. So far, based on scratch points only, the riders now in line are Rich MacMurray, Norman Denny, Paul Orlandi, Dale Stetler, Alan Christian and John Cunningham.

Napa, California
July 26, 1975

Only a second place finish in his

Handicap Semi kept Dale Stetler from making a clean sweep of tonight's program. Norman Denny took an early lead in the Scratch Main before Stetler got by on lap two to take the win. Four times a starter and still looking for his first feature win here, Denny finished second with Rich MacMurray third.

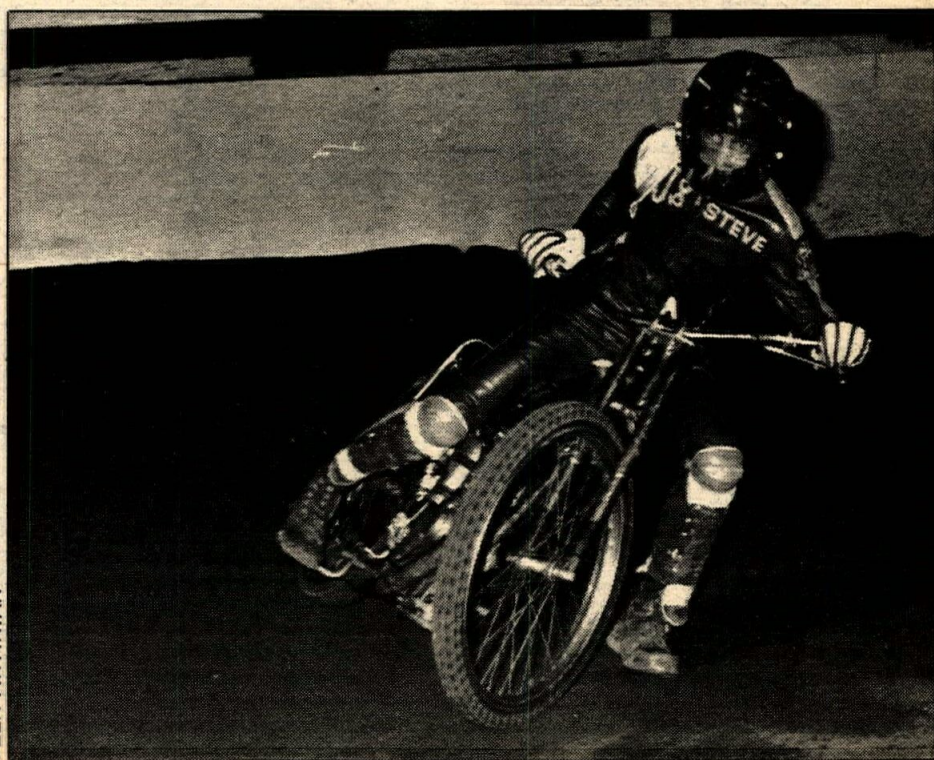
After two earlier Handicap Main wins from the thirty yard marker, Stetler wasted no time in showing how it's done from the forty by passing second place finisher Butch Corder on the white flag lap.

Stetler's regular ride is undergoing some repairs and his ride tonight was aboard the ESO usually ridden by George Carter. Carter is on the mend after breaking a collarbone a Cal Expo three weeks ago. With Carter now turning the wrenches and Stetler turning the throttle, this pair enjoyed their best night at the pay window this season.

A thirty-yarder on opening night seven weeks ago, Jeff Collard has had an assortment of problems here that put him on the zero in this evening's Division Two Main. Collard led wire to wire to take it ahead of Bill Thomas and Tom Castagnola.

It was Brian Thompson going to the winner's circle in the Junior Main after taking a close decision over Lance King and John Haan.

Steve Moore finally shelved his AJS, took his first Handicap Main at Cal-Expo. But didn't he get a case of the big-eyes doing it?



Sheene, Suzuki nab 750 Series road race lead

By Chris Carter

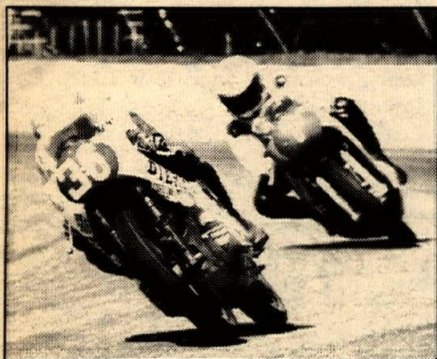
ANDERSTORP, SWEDEN, JULY 18-20 Barry Sheene won both the Formula 750 round, and the 500cc race in the world championship series to complete a unique double in the Swedish TT.

Sheene, on the 750 Suzuki won the first part of Saturday's two-leg Formula 750 prize from Finn Teuvo Lansivouri by a clear 18 and one-half seconds, but after a superb battle with Kawasaki's Barry Ditchburn in the second leg, Sheene had to settle for second place just .6 seconds in arrears!

This victory moves Sheene into a narrow lead in the FIM F750 championship series as most of his major rivals failed to add to their scores. Johnny Cecotto and Giacomo Agostini decided not to ride in the gruelling Formula 750 race.

Cecotto pulled out of the 250cc race with ignition trouble when leading. Reigning world champion Walter Villa then won, giving Cecotto a rougher time for the title.

Agostini's bad luck was even more dramatic. Just one and one-half laps from home in the crucial 500cc race,



Walter Villa (1) shadowed Cecotto (36) in the 250 class until Cecotto's bike broke.

Tight group in second 750cc heat. Lansivouri leads second heat winner Barry Ditchburn (12) and Sheene (half-hidden).



All eyes turn upward as double-winner Sheene launches a cork.

Giacomo crashed his 500 Yamaha four whilst lying second to Sheene, but ahead of Phil Read and the MV! He tried to restart the machine, but found that the front tire was flat. In an outburst of Latin temperament, Ago flung the machine onto the ground, which did not go down well with the crowd.

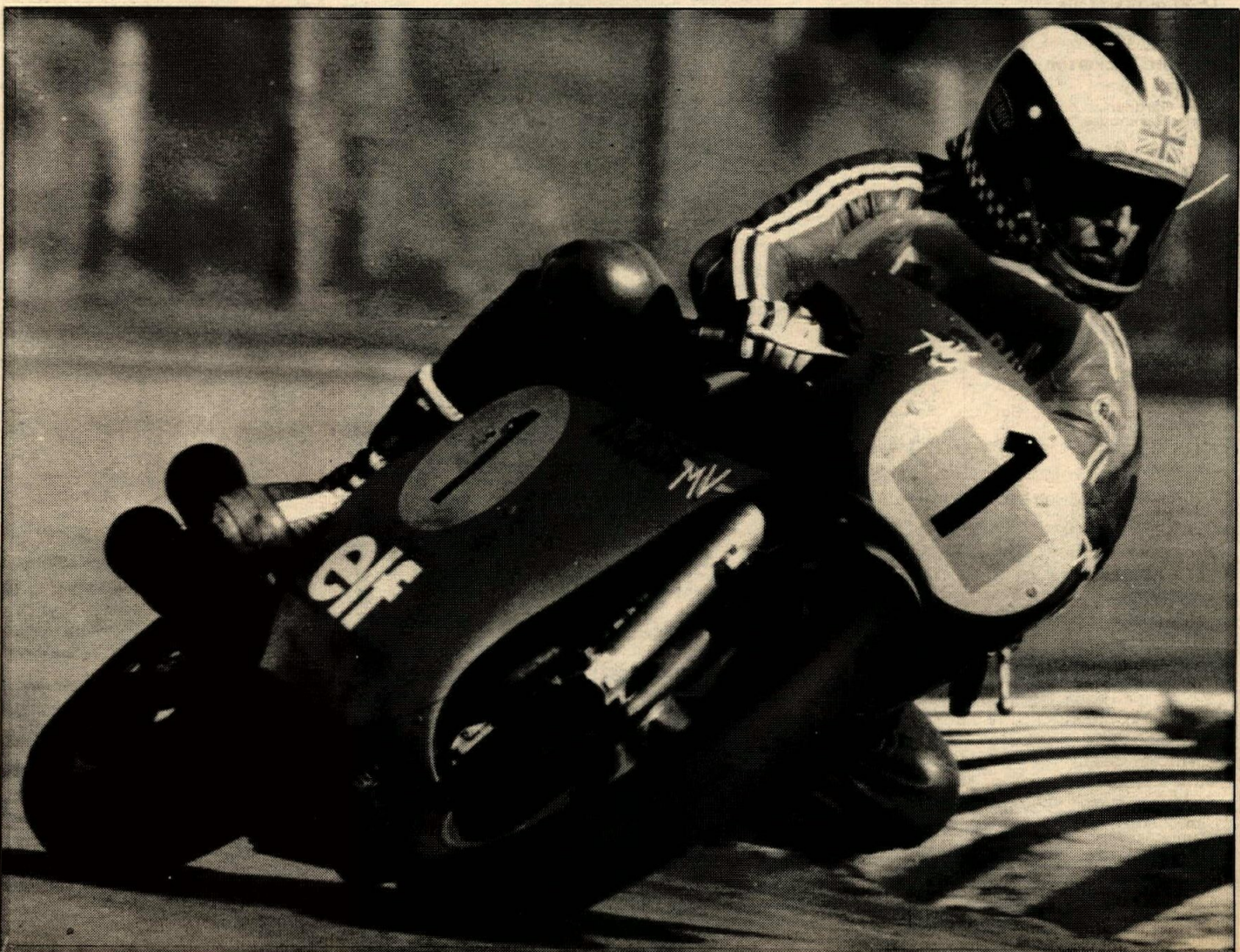
Now Ago has to win both the Finnish and Czech GP races to claim the title.

The 500cc world championship race gave Eugenio Lazzarini and the Piovaticci factory from Italy their first-ever GP win. And a record-breaking performance from the Morbidelli pair of Paulo Pileri and Pirpaulo Bianchi in the

125cc race gave the 30,000 crowd their money's worth.

The only miserable effort of the seven race, two-day event was Saturday's sidecar race. Only the first three outfits home showed anything like international class, as did the unlucky Gote Brodin who retired midway through the race.

A study in tight-lipped concentration, Phil Read (MV) advances in 500cc Championship standing as Ago crashes.



PHOTOS BY JAN BURGERS

RESULTS

Straddle Line MX McCleary, Wash.

July 13, 1975

By Sue Sykes

SMALL WHEEL

Jeff Abbott Hon

Richie McAllister Hon

SUPER

Kelly Johnson Suz

Ron Shaff Hon

MINI A

Lance Schoening Yam

Phil Larson Hon

Eric Eaton Hon

MINI B

Danny Kirkpatrick Yam

Mike Felt Yam

Doug Vitcovich Yam

100 C

Willie Schrader Yam

Bruce Thompson —

Steve Lamphier —

125 PRO

Lee Voss Suz

Doug Raines Kaw

Rocky Perrott Hon

125 B

Marvin Sykes Hon

Glenn Felt Yam

Tom Tinkham Yam

125 C

Chris Iles Yam

Clint Calhoun Yam

Richard Clark Hon

250 PRO

Doug Raines Kaw

Ron Pomeroy Bul

Tom Peterson —

250 B

Bob Collins Yam

Jim Eveland Yam

Bob Ryan Bul

OPEN PRO

Rich Binkley Yam

Dave Bunker Hus

Bob Bellamy Hus

OPEN B

Lloyd Jamison Yam

Richard Sothor Bul

Dale Hodson Mai

D-36 Short Track

Marysville, Calif.

July 11, 1975

By Barb Dickerson

MINIS

50/60 NOV

Joey Gardner Yam

Larry Barkhouse Yam

70/80 NOV

Jeff Valentine Yam

Kevin Friedman Yam

70/80 EX/AM

Scott Dickerson Yam

90/100

Jim Conger Yam

Albert Griego Yam

SPORTSMAN

100

Ed Hampton Suz

Leon Fowler Kaw

125 NOV

Rick Dermond Yam

Larry Horn Hon

125 AM

Ken Gray Hon

Dan Fowler Hon

Rick Chambers Hon

200 NOV

Jerry Amos Bul

200 AM

Jeff Fowler Bul

Dan Fowler Yam

250 NOV

Ron Keiser Suz

Darrell Nakao Hon

250 AM

Chris Sauer Yam

250 EX

Dana Pennebaker Kaw

Mike Knouse Bul

360 NOV

Tony Evans Bul

Bret Stadel Yam

360 AM

Jim Seigle Bos

360 EX

Steve Carrillo Yam

Kirk Fator Bul

S.G.V.M.C. MX

Rawhide Park

Elsinore, Calif.

June 29, 1975

125 EX

Louis Darling Hon

Jim Connolly Bul

Danny Sanchez C-A

125 AM

Donn Sarian Kaw

Tony Porto YZ

James Blankenship Suz

125 NOV

Mike Quigley —

Bill Sundstrom Suz

Scott Caransham Yam

250 EX

Tim Walker —

Ken Ehlers Hus

Robbie Brand YZ

250 AM

Brian Rowe Bul

Eric Heideman Kaw

Bruce Johnson Bul

250 NOV

Tom Watson Hus

Ed Gonzales Suz

Dan Field Mai

OPEN EX

Mike Hannon Bul

Jim Connolly Bul

Robin Cerasuolo Bul

OPEN AM

Steve Van Wormer CZ

Steve Morrison Bul

Jim Bearup Hus

OPEN NOV

Martin Baker Mai

Tim Shook Suz

Randy Provost Hus

POWDER PUFF

Charleen Higgins Yam

Linda Stinebaugh Suz

Chelle Blythe Hon

MINI

Fred Armenta Yam

Eric Kehoe Yam

Hayward Flynt Yam

CRC Motocross

DeAnza Cycle Park

Sunnymead, Calif.

July 13, 1975

By Guss

OPEN EX

Morgan Malocco Yam

Michael Jackson Hus

James Bragg Hus

250 EX

Keith Patten Yam

Jackie McElwain —

125 EX

Tony Rogers Yam

Steve Potts Hon

Butch Baker Yam

MINI EX

Jim Privett Hon

Jack Murchall Hon

Shawn Ritchey Hon

OPEN INT

Jon Miller Mai

David Aleman Mai

250 INT

Kim Walker Hon

Bill Beard Am-M

125 INT

Brad Osborne Hon

G. Draskovich Hon

Robbin Richey Hon

VETERANS

John L. Wilson Hon

Phil DeBlasio Yam

Bob Pickett Yam

250 NOV

Pete Peterson Mai

Pete Schaffhauser Bul

Donald Bridgewater Yam

125 NOV

Donald Draskovich Hon

Jay Powell Hon

Bob Brammer Yam

OPEN BEG

Steve Harris Mai

Ken Upton Suz

Henry Clifton Yam

250 BEG

Bob Herrick Hon

Mike DeBlasio Yam

Tom Mallory CZ

125 BEG -16

Ron Adams Hon

Craig Gormley Yam

Oliver Kiener Yam

100 INT

Mike Sanford Yam

MINI BEG

Mike Ward Hon

Peter Hollack Yam

100 MINI

Bobby Hart Hon

Hillclimb

DeAnza Cycle Park

Sunnymead, Calif.

July 13, 1975

By Ann A. Powell

MINI

Steve Stith Hon

100 CLASS

Mike Shea Kaw

125 CLASS

Tom Turner Hon

175 CLASS

Jim Collier Yam

250 STK

Dave Powell Suz

Ron Powell Suz

250 MOD

Wes Evans Bul

360 STK

Bill Estes Hus

360 MOD

Wes Evans Bul

400 STK

Kerry Peterson Mai

400 MOD

Kerry Peterson Mai

450 MOD

Wes Evans Suz

Wes Evans Suz

500 STK

Clyde Peterson Yam

Ed Shaver Yam

500 MOD

Ron Thompson Yam

Carl Collier Yam

Kent Morgan Yam

650 STK

Don Robinson Tri

David Burk Tri

650 MOD

Ron Thompson Yam

Bill Correll Tri

OPEN CLASS

Ron Thompson Yam

Neal Mackel Tri

John Bjorkman Tri

AME MX

Indian Dunes

Valencia, Calif.

July 25, 1975

MINI JR

Sue Weiberg Hon

Steve Allensworth Yam

Joe Buckner YZ

MINI 110cc

Scott Boek Hon

MINI EX

Steve Schmitz YZ

Jimmy Simons Hon

Scott Grose YZ

100 BEG

Todd Whitaker Suz

Craig Thompson Suz

Kevin Garlick Suz

100 JR

Kent Paarkinson Hon

Alex Cofino —

Mike Gosselaar Yam

100 INT

John Wheelchel Suz

POWDER PUFF

Lynn Musgrove —

OLD TIMERS

Tom Comstock Mono

Steve Oglesby Hon

Bob Ellis Bul

125 BEG DIV I

Ken Day Hon

Warren Brown Hon

Jim Neubauer Hon

125 BEG DIV II

Les Toffel Hon

Jeff Maas Suz

Greg Torgerson Hon

125 JR

Jeff Kaplan Hon

Robbie Healy Hon

Jeff Brigham Hon

125 INT

Jerry Shore Hon

Bob Ramsey YZ

Bob Shimp Hon

125 EX

Tim Lunde Yam

Chuck Lunde PCH

Gary Huber Hon

CHIEF OF THE DUNES

Ken Zahrt Bul

Tim Lunde Yam

Will Harper Ami

250 BEG

Jeff Jennings Hon

Wayne Martin Kaw

Pat Nellis Yam

250 BEG DIV II

Jim Chase CZ

Garrett Wagner Hus

Mike Dristick Yam

250 JR

Mark Bear Mai

Ted Titus Bul

Rick Drago Hus

250 INT

Chris Mallory Mon

Kevin Kilpatrick Yam

Doug Renno Hus

250 EX

Will Harper Mai

Jeff Vidic Mai

Joe Root Oss

500 BEG

Dan Schneider CZ

Phil Wilson Hus

Edward Ley CZ

500 JR

Larry O'Brien Mai

RESULTS

R.A.C.E. Thurs. Night MX Corona Raceway Corona, Calif. July 24, 1975

By The Tube

MINI CYCLES	
Don Berry	Yam
Marty Kistler	Hon
Jill McIlrath	Hon
100 BEG	
Brent McMurray	Suz
Michele Williams	Yam
Mike Courtney	Yam
100 SR	
John Gless	Hon
Ty Richey	Yam
Todd Miller	Hon
125 BEG	
James Rockwell	Hon
Warren Moreno	Hon
Kirk Snodgrass	Hon
125 JR	
Scott Slater	Yam
Tom Garvis	Hon
Marc McClure	Suz
125 INT	
Robin Richey	Hon
Jackson Kistler	Hon
Steve Harper	Hon
125 SR	
David Williams	Yam
Steve Bauer	Hon
Rick Stout	Yam
250 INT	
Keith Patten	Yam
Gary Scheidler	Yam
Terry Cowdin	Kaw
250 BEG	
Lee Scheffers	Hus
Don Wiley	Yam
Bart Waltermann	Hon
250 JR	
Steve Harper	Hon
Wayne Martin	Hus
Tom McMichael	Hon
250 SR	
David Williams	Yam
Richard Franklin	Yam
Kelly Callaway	Yam

TT Scrambles Elsinore, Calif. July 12, 1975

By Andi Gangewer

MINI BEG	
Biswa Wythoff	Yam
Bobby Garabedian	YZ
Kevin Wagner	Hon
MINI NOV	
Martin Wythoff	Yam
MINI EX	
Pat Richmond	Yam
100 BEG/NOV	
Don Tortorelli	Hod
John Throne	YZ
Rick Marckstadt	Yam
125 BEG	
Daniel Hribar	Yam
Mike McDermed	—
Don Forbus	—
125 NOV	
Mark Ledbetter	YZ
Robbie Loomis	Yam
Robert Burns	Yam
250 BEG	
Gale Spraggins	CZ
Lloyd Patzke	Yam
Russell Skaggs	Yam
250 NOV	
Steve Loomis	Yam
Larry Hayes	Yam
Bruce Talbot	CZ
SPEC NOV	
Larry Hayes	Yam
Larry McCaul	Yam
Steve Loomis	Yam
125 AM/EX	
Steve Woskoski	Yam
Jeff Springfield	Yam
Joe Steffen	Yam
250 AM	
Gary Atwood	Yam
Greg Zamora	Mai
Wayne Rich	Yam
250 EX	
Randy Bird	Yam
Robert MacEwen	—
Bruce Reynolds	Bul
SPEC EX	
Ed Steffen	Yam
Robert MacEwen	Yam
Jim Throne	Yam

D-36 Short Track Lodi, Calif. July 26, 1975

By Ann Carr

MINIS	
60 NOV	
Mike Botto	Yam
Craig Kirkland	Kaw
80 NOV	
Steve Hawkins	Suz
Aaron McIlhatton	Suz
80 JR	
Fred Winters	Hon
John Rabideau	Hon
80 EX	
Eric Watts	Cha
Don Howard	Yam
Fred Merkel	Hon
OPEN NOV	
Jerry Gordon	Yam
Randy Camp	Suz
OPEN JR	
Fred Winters	Hon
Mark Silvas	Suz
OPEN EX	
James Cunningham	Yam
Tony Holdscaw	Yam
Shawn Callahan	Yam
SPORTSMEN	
100 NOV	
John Lewis	Suz

Steve Crawford	Bar
125 NOV	
Randy Bradshaw	Yam
Jimmy Jenkins	Hon
Randy Martin	Hon
125 JR	
Robert Orozco	Yam
Frank Hannah	Hon
125 EX	
Ted Davidson	Suz
Larry Hannah	Hon
175 NOV	
Duane Ellis	Yam
Dean Coca	Yam
200 NOV	
Anthony Price	Suz
Terry Adams	Suz
Nelson Gong	Suz
250 NOV	
Richard Smith	Yam
Raivo Truboth	Hon
Rick Frost	Coo
250 JR	
Francis Lopes	Hon
Mike Inderbitzen	Yam
David Burton	Kaw
250 EX	
Craig Scroggins	H-D
Alan McGehee	Bul
Manual Datan	Yam
360 NOV	
Richard Smith	Yam
Mike Romig	Yam
360 JR	
Rick Ekland	Kaw
Delmar Kaizair	Bul
Ken Strait	Bul
360 EX	
Carl Yerby	Hon
Geoff Lowe	Hon
Ted Davidson	Yam

NMA Motocross McCleary, Wash. July 27, 1975

By Sue Sykes

SMALL WHEEL	
Jeff Abbott	Hon
MINI	
Mike Larson	Hon
MINI B	
Danny Kirkpatrick	Yam
Robbie McAllister	Yam
Chuck Taylor	Suz
SUPER	
Ron Shaff	Hon
MINI A	
Phil Ruckman	Yam
Phil Larson	Hon
100 B	
Tom Poage	Yam
100 C	
Steve Maxwell	—
Bruce Thompson	—
Bob Hoke	—
125 PRO	
Jim West	Yam
Tom Bevvant	Hon
Bob Schultz	Suz
Steve Nolan	C-A
125 B	
Micky Dunlap	Suz
Paul Thompson	Yam
125 C	
Jay Anderson	Yam
Clint Calhoun	Yam
Mark Moore	—
250 PRO	
Doug Raines	Kaw
Joe Mayerle	Kaw
Doug Taylor	Bul
250 B	
Bob Collins	Yam
Keith Jokumsen	Yam
Brian Lovgren	C-A
OPEN A	
Gene Smith	Yam
Tim Lanham	Bul
OPEN B	
Larry Shaff	—
Dale Hodson	—

D-36 Scrambles Lodi, Calif. July 25, 1975

By Ann Carr

60 NOV/EX	
Mike Johnson	Yam
80 NOV	
John Woods	Hon
Eric Lewis	Yam
80 JR	
Tracy Hays	Hon
Fred Winters	Hon
80 EX	
Rick Ryan	Yam
MINI OPEN NOV	
Joe Armtrout	Yam
Karl Valdez	Yam
MINI OPEN JR/EX	
Shawn Callahan	Yam
Fred Winters	Hon
SPORTSMEN	
100 NOV	
Kevin Yarber	Yam
Daryn Spies	Suz
Steve Crawford	Bar
125 NOV	
Steve Alberdi	Hon
Mario Perez	Hon
Todd Hyske	Yam
125 JR	
Scott Rasmussen	Hon
Bruce Sanders	Yam
125 EX	
Mitch Davidson	Yam
175 NOV	
Gary Bedford	Suz
Dan Foley	Pen
250 NOV	
Jim Donnell	Hon
Rick Frid	Hon
Chris Fischer	Suz
Robert Hinkle	Bul
250 JR	
Mark Rizzuto	Kaw

Bill Railsback	Suz
Steve Nicholas	C-A
250 EX	
Jeff Elde	Yam
Ray Huff	Bul
Duane Spence	Yam
350-500 NOV	
Dave Lehman	Yam
Steve Knouf	Bul
Brian Sanders	Bul
500 JR	
Sal Hoffman	Yam
500 EX	
John Hlebo	Yam
Benny King	Yam
OPEN NOV	
Tom Peterson	Tri
OPEN JR	
Steve Halli	BSA
Tom Coleman	Yam
OPEN EX	
Dave Bostrum	Tri
Duane Spence	Tri
John Travis	Tri

CMC Motocross South Bay Speedway Chula Vista, Calif. July 30, 1975

By Jon Hayt

MINI STK	
Byron Antonacci	Yam
John Sotelo	Yam
John Simpson	Yam
MINI MOD	
Byron Antonacci	Yam
Scott Meyers	Yam
Richard Hanline	Hon
100 JR	
Bob Davis	Suz
Loren Day	Yam
Carl Salazar	Suz
125 PRO	
Ron Turner	C-A
John Tessitore	Yam
125 INT	
Ray Miller	Hon
Bob Sherwood	Hon
Bob Murray	Hon
125 JR DIV I	
Randy Hess	Hon
Dave Nordick	Hon
Mark Toyen	Hon
125 JR DIV II	
Rich Sherar	Hon
Eric Mullenix	Hon
Bart Rague	Hon
125 JR DIV III	
Mike Wolfe	Hon
Rick Gomez	Yam
George Speck	Hon
250 PRO	
Randy Burns	Yam
Mike Stearns	Mon
Ron Turner	C-A
250 INT	
Carlos Contreras	Yam
Darrell Bounds	Yam
250 JR DIV I	
Chris Maloney	CZ
Paul Grossberg	Hon
Harry Haines	Yam
250 JR DIV II	
Stan King	CZ
Don Brown	Hon
Robert Scrim	Hus
500 JR	
Ray Willenberg	Hus
Max Maple	CZ
Pat Dwyer	Hus

SRA Speedway San Bernardino, Calif. July 23, 1975

HANDICAP MAIN

Jim Fishback	
Mike Bast	
Mike Curoso	
Dubb Ferrell	
Mark Cherry	
Larry Shaw	
DIV II MAIN	
Mike Gross	
DIV III MAIN	
Larry Kosta	
SCRATCH MAIN	
Mike Bast	
Larry Shaw	
Jeff Sexton	
Bill Cody	
MATCH RACES	
Mike Curoso	
Jeff Sexton	

SRA North Sacramento, Calif. July 25, 1975

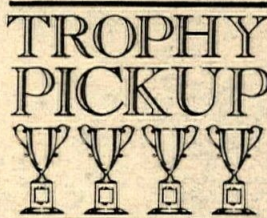
SCRATCH MAIN

Alan Christian	
Norman Denny	
Rich MacMurray	
HANDICAP MAIN	
Steve Moore	
Randy Davis	
John Cunningham	
SCRATCH CONS	
Cliff Ball	
Jerry Baugh	
Marty Benck	
Frank Cook	
HANDICAP CONSY	
Mike Faria	
Frank Cook	
Jerry Baugh	
DIV II MAIN	
Jim Hershey	
Jim Neuenberg	
Rick Collard	
JUNIOR MAIN	
Lance King	
Jimmy Sizemore	
Brian Thompson	

TT Scrambles Elsinore, Calif. July 19, 1975

By Andi Gangewer

MINI BEG	
Kevin Wagner	Hon
Bobby Garabedian	YZ
Dennia Arnold	—
MINI NOV	
Gene Jenkins	Hon
Brett Fox	—
John Sigala	Kaw
MINI AM/EX	
Pat Richmond	Yam
Chris Cannon	Yam
Ken McIntire	Yam
100 BEG/NOV	
Les Hartness	Yam
Rick Marckstadt	Yam
Noel Hughes	Yam
125 BEG	
Mike Rowray	Yam
Larry Arnold	—
Bill Moon	Hod
250 BEG	
Darrell Roberts	CZ
Pat Scott	Yam
Jeff Gillis	Yam
125 NOV	
Steve Loomis	Yam
Don Ackers	Hon
Robert Burns	Yam
250 NOV	
Steve Loomis	Yam
Chuck Bybee	Mon
Roy Porter	—
SPEC NOV	
Joe Potter	Yam
Larry McCaul	Yam
Bret Mandarich	YZ
125 AM	
Joe Steffen	Yam
Paul McPherson	Yam
Jim Strain	Hon
125 EX	
Chas Summers	YZ
250 AM/EX	
Chris Kelbel	Yam
Greg Zehner	Yam
Wayne Rich	Yam
250 BEG NOV	
Mitch Zehner	Yam
Vince Skandnas	Hon
Terry Williams	Mon
OPEN AM/EX	
David Reinhardt	Yam
Ed Steffen	Yam
Steve Subith	Yam
SPEC EX	
Greg Zehner	Yam
David Reinhardt	Yam
Tom Mohr	Hon



Each listing \$1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Trophies now available for Prospectors M/C Hare & Hound, May 18, 1975. Call (213) 375-5908 eves. for pickup info. (28/5x)

Short Track Salinas, Calif. July 20, 1975

MINI BIKES

60 STK NOV	
Stephen Lee	Yam
Jeff Ford	Yam
Kevin Coon	Yam
60 STK JR	
Bobby Davis	Yam
80 STK NOV	
David Pyle	Yam
Alan Rameriz	Yam
80 STK JR	
Jimmy Willis	Yam
60 MOD JR	
Bobby Davis	Yam
80 MOD NOV	
Alan Rameriz	Yam
Wes Burnett	Yam
80 MOD JR	
Kirk Brewer	Yam
80 MOD EX	
James Cunningham	Yam
David Rosa	Yam
100 NOV	
Joe Armtrout	Yam
100 JR	
Lonnie Osborn	Suz
Kirk Brewer	Yam
100 EX	
James Cunningham	Yam
100 NOV	
John Land	Yam
Jeff Haney	Yam
125 NOV	
Randy Bereman	Yam
Brian Thompson	Yam
Robert Gray	Hon
125 JR	
Al Ciaccio	Yam
125 EX	
Ken Netto	Yam
Chuck Erlenbach	Yam
200 NOV	
Mike Horton	Bul
Jack Kline	Bul
250 NOV	
Jeff Berry	Mon
Tom Henry	Bul
250 JR	
Ryan Deldel	Bul
Harold Kunsman	Yam
250 EX	
Manuel Datan	Yam
Dan Hogue	Suz
360 NOV	
Russell Pope	Hon
John Osborn	Yam
360 JR	
Steve Harvey	Yam
360 EX	
Rocky Malyan	Bul
Matt Rohr	Yam
Greg Hodges	Hon

D-36 Short Track Oakdale, Calif. July 19, 1975

By Ann Carr

MINIS	
PEEWEE	
Todd Coca	Ind
60 NOV	
Craig Kirkland	Kaw
Kurt Chandler	Ind
60 JR EX	
Mike Bird	Yam
80 NOV	
Pete Hames	Yam
Tom Berry	Hon
80 JR	
Tracy Hays	Hon
Larry Winfield	Yam
80 EX	
Rick Ryan	Yam
Doug Chandler	Yam
Fred Merkel	Hon
OPEN NOV	
Jim Smith	Yam
Randy Camp	Suz
OPEN JR	
Rod Cahoon	Yam
Jody Gaines	Yam
OPEN EX	
Shawn Callahan	Yam
Tony Holdscaw	Yam
Kurt Strait	Yam
SPORTSMEN	
100 NOV	
John Lewis	Suz
Kevin Yarber	Yam
George Soares	Suz
125 NOV	
Steve Alberdi	Hon
Randy Bradshaw	Hon
Randy Martin	Hon
125 JR	
Robert Orozco	Yam
Al Ciaccio	Yam
Mike Cahoon	Kaw
125 EX	
Chuck Goodrich	Hon
Rod Spencer	Hod
Mitch Davidson	Yam
175 NOV	
Todd Hyske	Yam
Jeff Thompson	Suz
Joe Hamilton	Yam
200 NOV	
Billy Marshall	Bul
Rick Rose	Bul
250 NOV	
Don McBride	Suz
Tim Cook	Yam
Don Taylor	Hon
250 JR	
John Waldner	Yam
Mike Inderbitzen	Yam
Randy Grenig	Bul
250 EX	
Dennis Huff	Bul
Jim Mertens	Yam
Craig Scroggins	H-D
360 NOV	
Bill Smith	Yam
Phil Helsel	Yam
360 JR	
Tony Evans	Bul
Gary Davis	Yam
Ed Heeney	Bul
360 EX	
Ted Davidson	Yam
Carl Yerby	Hon
Marlin Stewart	Yam

ROUTE CHECK

Gas is going up again — and places to ride aren't getting any closer, are they? C'mon, folks. Use Route Check, a free Cycle News service, and pool those vans. Need a ride? Got some extra room? Get together and split the gas. Tell us where you are, where you want to go, and how many times you want us to run your Route Check. Send it to Cycle News, Route Check, P.O. Box 498, Long Beach, CA 90801. See you at the races, or whatever.

Northridge to D-37 desert

Can carry one bike and rider to Hare and Hound meets. Will split gas expense or trade rides. Jim on Maico (213) 996-0777. (19/3x)

San Gabriel-Montebello to enduros

Rider, 29, can carry 1-2 bikes and riders to desert enduros. Have 250 Husky. Bill (213) 289-4905. (18/4x)

Huntington Bch. to CMC races

I have a van, want to share rides or split gas, especially to Carlsbad. Ask for Rick (714) 536-3439. (25/4x)

Hacienda Hghts. to Escape Country

I have a Kawasaki KX 125 and need a ride. Will split gas. I will also race at other tracks. Call Dan (213) 336-5314. (14/4x)

Hermosa Beach to CMC MX races

Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (14/4x)

Fort Lewis to Aberdean or ?

I have a 250cc Ossa and would like to race it up here! Race flat track and if you could give me a ride to the races I would split gas cost. Timothy (206) 967-2357. (15/4x)

Huntington Bch. to CMC races

Can carry 3 bikes in my van. Would like to share rides or split gas, especially to Carlsbad. Ask for Rick (714) 536-7747. (16/2x)

Circle area Long Beach

Rider 35, needs ride to MX practice or ? Have 250 Kaw, will pay gas. Evenings after 5 (213) 433-5429. Norm. (16/3x)

Arcadia to CMC and S.A.M. races

Ride 250 Jr. class, can take one other bike. Split gas or trade rides. Ask for Dan (213) 445-2378. (16/2x)

Pomona to desert or parks

I have a 125 Honda and 750 Triumph. Am looking for play riding partners. Like to go FAST. Girls especially welcome. Tom (714) 623-2267. (17/3x)

Dave Valentine	CZ	Stacey Nick	Suz
Mike Stell	Mai	125 EX	
125 INT DIV I		Michael Preston	Yam
John MacGregor	Hon	Robert Friedland	Yam
Gary Bartlett	Hon	Jim Sylva	Hus
Bill McFarland	Hon	125 INT	
125 INT DIV II		David Menez	Hon
Pat Nash	Yam	Bob Shoreen	Yam
Bill Fancher	Hon	Laine West	Suz
Steve Schilling	Hon	125 NOV DIV I	
250 INT		David Thompson	Hon
Bill Chapin	Mai	James Blagly	Suz
125 PRO	Hon	Darrell Sage	Hon
Chris Gray	Hon	125 NOV DIV II	
500 INT		Steve King	Yam
Jon Miller	Mai	Craig Boone	Hon
Ed Miller	Bul	Drew Clyde	Hon
Art McClain	CZ	125 NOV DIV III	
125 PROS		Jim Jordan	Yam
David Taylor	Hon	Marty Sawin	Hon
Don Bongiorno	Hon	Greg Welch	Hon
Mark Lawrence	Yam	125 BEG	
250 PRO		Jerry Stone	Hon
Jeff Vidic	Mai	Kurt Palmer	Suz
Val Tamietti	Mai	Brian Miller	Hon
John McManaway	Mai	250 EX	
500 PROS		Don Sandretto	Bul
Bill Rubly	Mai	Ted Rogers	Hus
Luke Messer	Mai	Pat Richter	CZ
Curtis Lessel	Mai	250 INT	
Doug Hart	Mon		
Cory LaRue	Bul		
Lon Wardell	Mon		
250 NOV DIV I			
Keith Caruso	Hus		
Rob Coad	Yam		
Brett Chapman	Bul		
250 NOV DIV II			
Mike Bright	Bul		
Mitch Sylva	Hus		
Dave Sterling	Mai		
250 BEG			
Mike Fudge	Bul		
Curt Bitter	Bul		
Jeff Anselmo	Yam		
OPEN EX			
Pat Richter	CZ		
Dan Shook	Hus		
Lowell Spiva	Hus		
OPEN INT			
Brady Farris	Mai		
Mike Ernst	Hus		
Mel Hendrix	Bul		
OPEN NOV			
George Cheatham	Yam		
Scott McIntosh	Yam		
Bud Lemke Jr	Bul		
VETS			
Lynn Wignatan	Bul		
Bob Mair	Hus		
Dean Bouschbacher	Yam		
PEEWEE			
Freddy Dion	Hon		
Jimmy Rose	Hon		
Billy Peters	Hon		

Sandhill MX Brentwood, Calif. July 20, 1975

125 PRO	
Scott Cowan	
Steve Barrigiacchi	
250 PRO	
Charlie Halcomb	
Bill Johnson	
Gary Murphy	
500 PRO	
Dick Mann	
Mike Cates	
Gary Murphy	

B.O.S.S. Motocross Helvetia Park, Calif. July 20, 1975

By Sallee Hilton	
MINI NOV	
Mike Menez	Hon
Scott Stanley	Yam
Eugene Franklin	Yam
MINI EX	
Shawn Beauchamp	Yam
Troy Decoque	Hon
Brad Bruns	Yam
100 NOV	
Wayne Petifer	Hon
Troy Arnold	Suz

SRA Speedway	
Top Ten	
Through July 19, 1975	
RIDER	POINTS
Rich MacMurray	1130
Norman Denny	1086
Paul Orlandi	837
Dale Stetler	803
John Cunningham	762
Jerry Baugh	749
Alan Christian	737
Dennis Robinson	601
Barclay Trehal	551
Kenny Eggers	537

D-36 Short Track Fremont, Calif. July 9, 1975

By W.H. Spencer	
60 NOV/JR	Yam
Glenn Davis	Yam
Lauren Godbee	Yam
80 NOV	
Bobby McDowell	Yam
80 JR	
Torrey Arguello	Yam
80 EX	
Doug Chandler	Yam
100 NOV/JR	
Bob Wheat	Suz
100 EX	
Tony Deatherage	Yam
Jim Filice	Suz
Jim Cunningham	Yam
100 NOV	
Rod Shrum	Yam
Jerry Proietti	Kaw
125 NOV	
Craig Weatherston	Yam
Tony Adragna	Yam
Brian Thompson	Yam
125 JR	
Steve Mertens	Yam
Danny Russell	Hon
Tom Reynolds	Yam
125 EX	
Randy Mamola	Yam
Rod Spencer	Hod
175 NOV	
Dave Cordano	Bul
Scott Garcia	Yam
200 NOV	
Don Wentworth	Bul
Francis Mazur	Bul
250 NOV	
Jerry Cerro	Yam
Tony Gould	Bul
Ron Keiser	Suz
250 JR	
Paul Austin	Bul
Kevin French	Bul
Rick Siote	Suz
250 EX	
Jim Mertens	Yam
Rick Delacy	Yam
Don Bailey	Yam
360 NOV	
Dave Rocha	Hon
Bob Boten	Bul
Tim West	Yam
360 JR	
Bob Gomez	Yam
Jim Mahoney	Hon
Rich Luhdorff	Yam
360 EX	
Al Kenyon	Bul
Steve Eklund	Yam
Frank Crane	Hon

CMC Rough Scrambles Sacramento, Calif. July 17, 1975

By Barb Wilcox	
OLD TIMERS 250	
Frank Escobar	Yam
Paul Skidmore	Pen
OLD TIMERS OPEN	
Dick Arnold	Mai
Scott Gerhardt	Suz
MINI 80	
Jeff Krekelberg	Yam
Cory Cantaloupi	Hon
Dale Hansen	Yam
MINI EX	
Greg Bonovich	Yam
Mark Shumate	Yam
OPEN NOV	
Keith Montgomery	Mai
Bill Rogers	Yam
Les Ranger	Hon
125 EX	
Don Cantaloupi	C-A
250/OPEN EX	
Larry Rippenkroeger	Kaw
250/AM	
Jim Graham	Mai
OPEN AM	
Paul Lindlie	Mai
250 NOV	
Donald Taylor	Yam
Daryl Powers	Hus
Chris Trapp	Yam
125 NOV I	
Marvin Woods	—
James Blagg III	Suz
Rod Neubauer	Suz
125 NOV II	
Kevin Ichimura	Yam
Troy Arnold	Suz
Ben Crocco	Hon
100 NOV	
Mike Stemberg	Suz
Alan Barnard	Suz
Jody Gaines	Yam
125 AM	
Randy Spurgeon	Hon
Doug Pyne	Kaw

Final Inter-AMA Standings

1. T. DiStefano (Suz)	450
2. Karsmakers (Hon)	280
3. J. Weinert (Yam)	181
4. B. Grossi (Suz)	140
5. S. Stackable (Mai)	128
6. T. Clark (Hus)	120
6. Z. Velky (CZ)	120
8. M. Hartwig (Hus)	100
9. P. Lamppu (CZ)	73
10. D. Kudalski (Hon)	57
10. J. Savitski (Bul)	57

Current 125cc

National Standings	
1. M. Smith* (Hon)	700
2. T. Hart (Yam)	320
3. B. McDougal (Yam)	257
4. M. Kessler (Hus)	240
5. N. Nilsson (Hus)	230
6. T. Croft (Hon)	209
7. M. Boone (Hon)	160
8. J. Turner (Yam)	155
9. W. Reid (Hon)	137
10. J. Ellis (C-A)	120
10. D. Reines	120
*Smith has clinched the 1975 125cc Championship.	

Gripsters TT Scrambles Elsinore, Calif. August 1, 1975

By Maureen Lee	
MINI MOTO	
Todd Brown	Yam
Tommy Walton	Yam
Pete Hames	Yam
100-125 NOV MAIN	
Danny Perkins	Hon
Joe Steffen	Yam
Dave Jenkins	Hon
250 NOV MOTO	
Arthur Junker	Yam
Greg Zehner	Yam
Steve Loomis	Yam
125 JR/EX MOTO	
Mike Tidwell	YZ
Charlie Summers	YZ
Gordon Kidd	Yam
250 JR/EX MOTO	
Steve Fortune	Bul
Eddie Beeson	Yam
Randy Bird	Yam
500-OPEN NOV MOTO	
Jim Redding	CZ
Wayne Melanson	Yam
Earl Parker	Yam
OPEN JR/EX MOTO	
Jim Wright	Yam
Steve Miller	Yam
Doug Hannon	Yam

SRA Speedway Ventura, Calif. July 29, 1975

SCRATCH MAIN	
Jeff Sexton	
Larry Shaw	
Mike Curoso	
Bill Cody	
HANDICAP MAIN	
Bill Gray	
Dubb Ferrell	
Wayne Lewis	
Mike Curoso	
Guy Waterson	
Bruce Penhall	
DIV II	
Ron Preston	

SRA Speedway Inland Speedway San Bernardino, Calif. July 30, 1975

HANDICAP MAIN	
Guy Waterson	
Mike Bast	
Jim Gresham	
Steve Bast	
Dubb Ferrell	
Mike Curoso	
SCRATCH MAIN	
Bruce Penhall	
Mike Bast	
Steve Bast	
Bill Gray	
HANDICAP CONSVY	
Bruce Penhall	
Larry Shaw	
Keith Tennis	
Bill Gray	
Wayne Lewis	
Dave Sims	
SCRATCH CONSVY	
Larry Shaw	
Jim Fishback	
Dubb Ferrell	
DIV II	
Steve Hein	
DIV III	
Bill Monteleone	
MATCH RACE	
Mike Bast	
Steve Bast	

SRA Speedway Irwindale, Calif. July 31, 1975

SCRATCH MAIN	
Jeff Sexton	
Steve Bast	
Mike Bast	
HANDICAP MAIN	
Dubb Ferrell	
Mike Curoso	
Brian Short	
Jan Ballard	
Bruce Penhall	
DIV II	
Gene Woods	
FEATURE MATCH	
Rick MacMurray	
Bill Gray	

SRA Speedway Costa Mesa, Calif. August 1, 1975

SCRATCH MAIN	
Jeff Sexton	
Mike Bast	
Larry Shaw	
Steve Bast	
HANDICAP MAIN	
Dean Forman	
Randy Marsh	
Mike Muntean	
Dubb Ferrell	
Jim Fishback	
Steve Bast	

SRA Speedway Bakersfield, Calif. August 2, 1975

SCRATCH MAIN	
Mike Bast	
Dean York	
Mark Cherry	
Scott Sivadge	
HANDICAP MAIN	
Larry Moon	
Mark Cherry	
Mike Bast	
Scott Sivadge	
Rich MacMurray	
Frank Cook	
FEATURE MATCH	
Sonny Nutter	
Jim Fishback	

D-36 Scrambles Fremont, Calif. July 12, 1975

By W.H. Spencer	
60 NOV/JR	Hon
Adam Sabedra	Yam
Rod Pierce	Yam
80 NOV	
Wes Burnett	Yam

Jimmy Barnes 80 JR Kevin Graybehl 100 NOV

Mike Arthur	Yam
100 JR/EX	
Phil Kramer	Yam
100/125 NOV	
Tony Adragna	Yam
Bernd Koegler	Hon
Tim Sykes	Kaw
125 JR/EX	
Dallas Davis	Suz
175 NOV	
Scott Garcia	Yam
Russell Luhdorff	Yam
200 NOV	
Richard Voss	Bul
Gary Nelson	Bul
250 NOV	
Kevin French	Bul
Camm Johnson	Yam
Terry Odgers	Bul
250 JR	
Ned Cotherman	Yam
250 EX	
Jeff Eide	Yam
Dave Burton	Gri
Bill Seim	Suz
350 NOV	
Bernd Koegler	Hon
Dwane Larson	Kaw
500 NOV	
Terry Odgers	Yam
Bobby Carrasco	Yam
Rick Alves	Bul
500/650 JR	
Errol Longboya	Hon
Steve Hall	BSA
500 EX	
John Hlebo	Yam
Paul Johnson	Bul
Benny King	Yam
650 NOV	
Danny Laine	Tri
Kent Ackley	Tri
650 EX	
John Tavis	Tri
Rick Otto	Tri
Bob Masters	Tri

RTMC Motocross Carlsbad, Calif. July 26, 1975

July 26, 1975	
By Hidden Images	
125 JR DIV I	
Tex Collingwood	Yam
Rich Bowles	Suz
Ken Schaeclhin	Hon
125 JR DIV II	
Mike Landergent	Yam
Tim Moore	Hon
Debbie Lutz	Hon
125 INT	
Jim Fukuda	Suz
Gary Fukuda	Suz
Ron Laffranchi	Yam
250 JR	
Leonard Mellgren	CZ
Randy Laine	CZ
Jeff Bott	Yam
500 JR	
Charles Ball	Yam
J.M. McKinstroy	Yam
Bobby Vinole	Yam
500 INT	
Bill Emery	Bul
Rich McFarlane	Bul
100 INT	
Corki Moore	Suz
Mike Musson	Suz
100 JR	
Tommy Higgins	Suz
Jeff Miebach	Suz
PRO COMB	
John Smith	Hon
Chuck Rouse	Hus
Scot Prante	Hus

FREE WHEELING

Let's put the RACING back in road racing

My boss just walked in and asked me, "What would you do to save AMA road racing?" Me? (Why me, Lord?) Not being one to remain

speechless, I immediately suggested bodily moving Seattle International Raceway from Kent, Washington to the hills north of Los Angeles. That being rejected on practical grounds, I figured that the obvious corollary, that of moving Los Angeles to the foothills of Mt. Rainier, would trigger some sort of embargo by the Washington legislature. So leaving mountain-moving to Mohammed, what's left?

First you have to convince yourself there's something worth saving. If the Sixties was the decade of the dirt rider, the Seventies is becoming the decade of the road rider, what with soaring gas prices and changing lifestyles. And road racing, of all the forms of motorcycle competition, is what the new breed will most easily identify with (If he/she identifies with any form of competition at all. The car experience says a significant number will do so).

Ideally, I'm hoping (as are the factories) that this bond of rider/owner identification will parallel that which exists between hordes of dirt bikers and the phenomenon of motocross. The hooker, of course, is that MX courses are far cheaper to build and maintain for racing than pavement. So in spite of ourselves, we're talking about fewer and more costly venues that take considerably more effort to promote and finance than either a motocross or an AMA-traditional dirt track event.

The money angle is a fact, and we're stuck with it, but money issues also tend to obscure the other half of road racing's problem, which is promotional. It's a two-sided dilemma — are the costs of promotion too large to fit the crowds, or are the crowds too small to fit the costs of promotion? The solution is going to lie in cutting the costs of promotion and increasing the spectator take simultaneously.

Another thing that tends to obscure the situation is the tendency of long-time road race enthusiasts (myself included, I admit) to view the European situation as an attainable ideal, as we drool over super-exotica GP bikes past

and present, or search for a cadre of superstars to match Ago, Read, Hailwood and their contemporaries. Hey, let's face it, the time is out of joint. The United States will be able to support such a racing scene when (say) the 12 most important industrial states in the country are each staging a GP that draws 200,000 people average throughout the season. First things first.

First thing to realize is that road racing is in a transitional phase during which promotion costs have to be cut at the same time that a broader base of interest is being created for the sport. The AMA Professional Rules Committee has already taken one step toward easing the costs of promotion in their 1976 rules package (reported in CN, No. 20, May 27). They've also done a bit for spectator appeal by attempting to reduce the number of classes and race days per event. Something's still missing, and I suspect that the dirt-track traditionalists who still run the AMA (even though they don't "understand" road racing, weep, wail), have the missing piece. They have known for two generations that crowds go to a race to watch racing, whether the venue be Costa Mesa's tiny speedway oval or the Sacramento Mile, or the streets of Austin.

Are we clear what I mean by racing? You can visualize it as fairing-dusting, bar-banging, nose-tail drafting, split-second pit strategy, or picture speedway riders running over each others' feet, short trackers with their elbows in each others' ears, milers bunched in 100-mph groups of four-to-eight, whatever. The key factor in each scenario is not the danger, or the sheer speed, but the fact that the outcome remains in doubt right through the final turn. Shorter races is one way to achieve that end, but I ask you, in the interests of preserving a couple of classic events, if (say) four guys finish under the proverbial blanket after 200 miles (or even 500) hasn't the same end been served?

I mention this last point because I remember that NASCAR (those vulgar door-slamers) achieved that very result

by the simple trick of requiring a standard restrictor plate to be bolted across everybody's carburetor, some years back. This came at a time when all the same tired old arguments about factories shunting out privateers applied, and the high cost of racing was destroying everybody, factory and privateer alike.

No, I'm not saying that's the solution for AMA road racing, but it demonstrates what I'm after. I'm looking at a way to take a type of racing which, in this country at least, degenerates into a semi-predictable parade in which fortunes change only when somebody crashes or drops out with mechanical failure, and turning it into a real race.

One way is to get away from dyno racetracks that computers could race on, and go to true road circuits that place rider skill at least on a par with horsepower.

There are plenty such circuits in the U.S., gathering cobwebs. The restructured AMA purse/points program should help bring such places as Kent, Sears Point, Road America, Danville, Summit Point, Road Atlanta, (hell, even that mishmash at Marlboro I remember with a certain fondness) back into the mainstream. Not to mention city street circuits like Austin. The limited-purse, points-paying races should be viewed as "developmental" races, something to give the racers track time and the promoters a chance to prove they're worthy of the name. In five years the program should have developed at least five additional venues capable of hosting an AMA Grand National, humongous purse and all. If it doesn't, it's a flop.

A second way to make a race a race deals with equipment, and it's got to be pursued right along with the first. Yes, it's time to turn the world upside-down on the factories again. I'm not talking about jiggering the formula in some political move to "get Yamaha" or "get" anybody else in particular. In

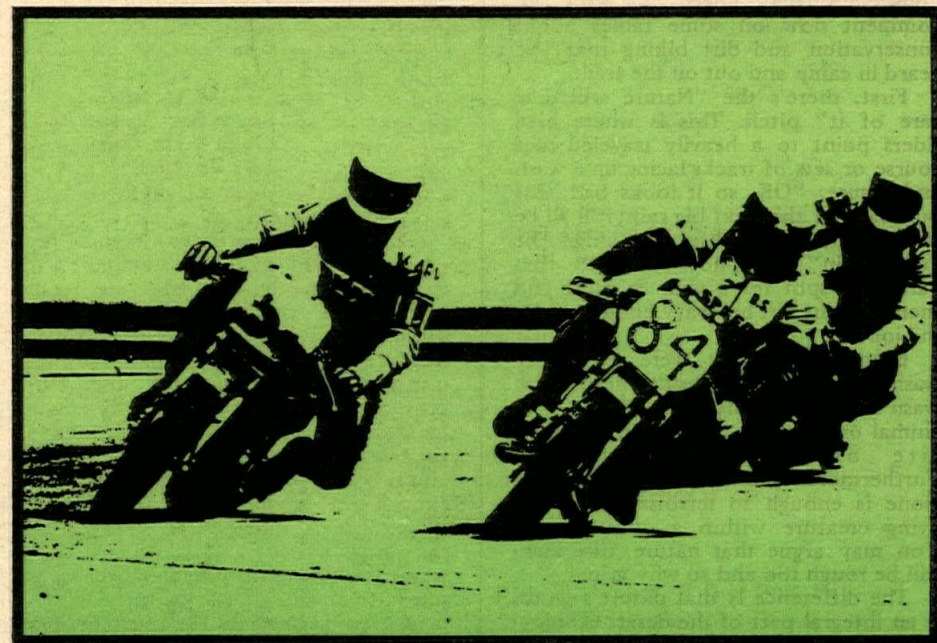
So here's my suggested road race claiming prices: Heavyweight Expert, \$3000. Lightweight Expert, \$2000. Lightweight Novice, \$1200. Production, list price plus \$200. The numbers aren't cast in concrete, but the underlying concept is. If it means the Experts race on TZ250s while the Novices race on a gaggle of dirt-bike derived 360cc singles, far out. If it means we quit playing games over who's production and who's cheating, better yet. If the factories huff and puff and say they can't possibly provide cheaper, simpler racers, tell 'em to see the chaplain.

To see why I adopt this stance, look to dirt track. You see far more people showing up to ride than can possibly make the main event. You go through qualifying, heats, and semis to weed the field out. You theoretically obtain the fastest, most competitive of the lot, and you throw as many of them as the track will safely handle into a main event. The result is racing, and it keeps the fans involved from the time they find their seats until the last flag falls.

What this means is, 100 guys show up to race and maybe 25 of them go home with money. The only reason they come back to try again is that the cost of the motorcycles is not devastating them and their sponsors. If it were, dirt track would wither. It is not withering. Road racing is withering. Q.E.D.

So AMA has done two-thirds of the saving of road racing already. The restructured purse-points program lets the promoters stay in the game at a price they can afford until (or if) the spectator take allows grander things. The dirt-track event structure, combined with amenable viewing areas (which many road race venues still lack) can draw and hold spectators. Now we need to drastically limit the cost of the machinery so the riders can afford to stay in the game, too.

Sure, we might miss one or two particular models if the manufacturers



fact, I think the lightweight/heavyweight formula we have now is just fine the way it is. I do think it's dumb to be trying to limit the number of cylinders or number of gearbox speeds to try to hold cost/complexity down. There's a better way.

The most powerful tool the AMA has in its rulemaking arsenal still lies neglected — the claiming rule. I think the AMA has been downright wishy-washy in using it. As it stands now, the factories say, "Hey, AMA, due to inflation it now costs us 10 percent more to produce the Bowango ZZ750, so you gotta raise the claiming price." And AMA dutifully raises the claiming price. Horse-puckey!

I'm not even sure there's a compelling reason to make the claiming price for a heavyweight road racer \$5000 while that for a heavyweight dirt tracker stands at \$3000. That's a hell of a lot of money, inflation or no inflation.

decide to pull them out for reasons of cost or stubbornness. If the racing itself is strong and viable, they'll be back. The competition will force them back.

I might add that the answer to high cost is volume. Taking the TZ750 as an example, Yamaha could build one hell of a lot of street-legal, slightly detuned TZ750s between now and 1978, when California's emission limits will come down on all big two strokes. They could sell the streeters for around \$3000 even today, and with the volume, they sure could afford to sell a few race bikes for \$3000 as well. Factories are not strangers to taking a loss on racing machinery if the loss is justifiable.

The AMA Congress meets next month. If you riders agree with at least the spirit of what I've said so far (if not the specific numbers) tell your AMA Congressman. You've got a powerful tool to use in your own best interests, if you'll just use it. See you at the races.

Lane Campbell

An environmentalist looks at dirt bikers

PART IV: FABLES & FALLACIES: OR, TALES OF A GIANT SANDBOX

This is the last of four columns *Cycle News* has graciously offered to publish so that I might share with other readers my reaction to

desert motorcycling. The columns were induced by several racing events I attended this past winter. The weekends included conversations with bikers and their families and a lot of traipsing around between races.

I'd like to summarize my feelings by pointing to some misconceptions ORV people have about conservationists. *Cycle News* is filled with letters and editorial comment these days deploring the poor image of the motorcyclist. The impression appears to stem partly from fact and partly from the mistaken belief that, because of the antics of a few, there's something inherently obnoxious and irresponsible about all bike riders.

Conservationists have an image problem, too — not only in dealing with desert cyclists but with lumberjacks, builders, public utilities, the auto industry and the Army Corps of Engineers, to name just a few. Here again the bum profile is often the result of misunderstanding, usually as to the conservationists' goals. I want to comment now on some fables about conservation and dirt biking that I've heard in camp and out on the trail.

First, there's the "Nature will take care of it" pitch. This is where bike riders point to a heavily traveled race course or sets of tracks lacing up a wash and assure, "OK, so it looks bad now but wait 'til the next big rain; it'll all be washed clean." Wishful thinking. The "next rain" may not come to that particular spot for a year or more and then it might not be heavy enough to do the job.

Even if the area were eventually washed clean that doesn't mean harm wasn't done in the first place — to animal or plant life, to an archaeological site or historical landmark. Furthermore, the noise of one bike alone is enough to terrorize most any living creature within a quarter mile. You may argue that nature, like man, can be rough too and so why gripe?

The difference is that nature's wrath is an integral part of the desert ecology; motorized man is totally foreign to it. Phenomena like sun, wind, rain and earthquakes are constantly building up and breaking down the face of the desert. Over the long run they help shape it. Man only grates and disfigures. Sometimes the scars are permanent.

Another defense comes from fathers who point out how dirt biking has unified the family, adding that whatever its faults the sport is better than being hooked on drugs. It's harder to refute that one because of its sensitive nature. The fallacy is that it isn't dirt bike that unites families, it's doing fun things together, whatever they may be. Anyway, aren't there other pursuits to share less expensive both to the individual and the environment?

If desert racing were the answer to everyone's drug problem I might be in favor of zoning all of southeastern California for exclusive cycle use. Sure, offroad desert motorcycling may be better than drug addiction but why substitute one abuse for another?

Then there's the fable that conservationists are somehow in an ivory tower by themselves as distinct from "recreationists." Most conservationists I know go out into the desert primarily for recreation, which according to Webster (Third New International Dictionary, 1966, pg. 1899) is "refreshment of the strength and spirit after toil; diversion; play." Conservationists may talk a lot about protecting the desert but most of them, time and funds permitting, recreate too. Their recreation tastes include rock hounding, car camping, piloting 4x4s and motorcycles (on the road) — all the while "refreshing their spirits after toil" in America's back country. Words like "recreationist," "desert user" and the like are meaningless labels unless kept in the proper context.

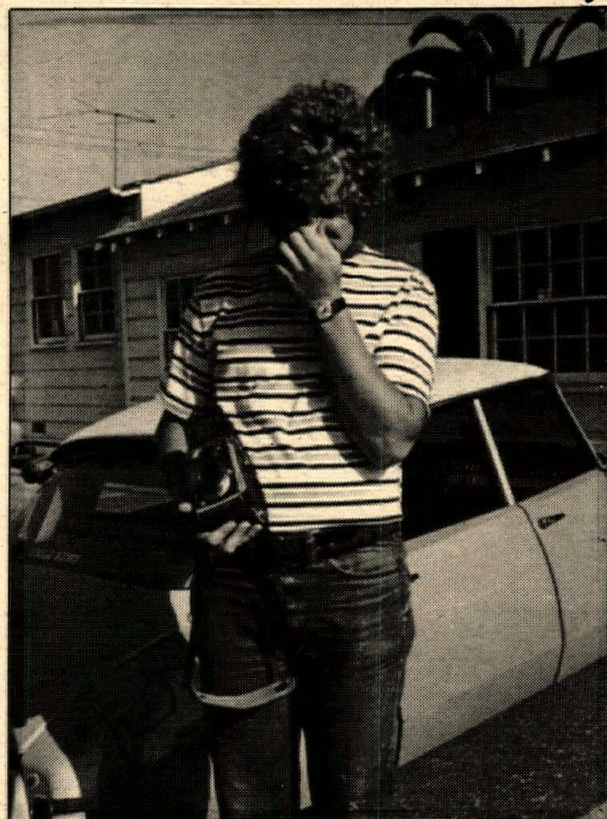
"They're taking the desert away from us" refers to another injustice allegedly flung on ORV enthusiasts by the likes of BLM and the Sierra Club. On the contrary, it is the ORV people who in the last 10 years or so have invaded and ravished some of the choicest corners of the desert. What BLM ordered closed was as good as closed to begin with a decade ago because motorcyclists and other ORV types hadn't set up their beachheads yet. Cyclists who complain of loss or seizure have short memories and a screwed-up concept of property rights.

Finally, there are those informed few who ask, "Why put all the blame on us when it's the burros that are really taking over the desert?" The burro problem is a serious one. These prolific descendants of the work animals introduced by miners in the 19th century are literally foraging the desert to death in many places. Unchecked, they could conceivably wipe out all edible plant life and, consequently, all animal life dependent on it, including themselves. A hillside heavily impacted by burros is hard to distinguish from a well-traveled motorcycle area because of the lattice-work of tracks, the dust and dearth of vegetation. But just because burros "do it" doesn't justify off-road motorcycling. Vehicular traffic across the open desert — whether a race or on the part of one individual — compounds an already serious problem. At the going rate, cyclists may not have much desert left, especially if they keep competing with the burros. For their own sake, bikers ought to team up with environmentalists to meet the burro threat head-on. Contact your closest Sierra Club office for more information.

A closing thought: Many people treat the California desert as little more than a plaything. Like a small child with a conventional toy, they pounce on it, toss it around, take it apart and finally discard it. The desert I know is not a sandbox. It's a complex and fragile stretch of land, deserving of a lot more love, respect and understanding than most people give it. If nothing else, I hope *Cycle News* readers will understand what I have said in those last two sentences.

Donald Murchie

If something smells fishy in Denmark,



Cycle News will be the first to let you know.

CYCLE NEWS

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LONG BEACH, CALIFORNIA 90801

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OUTLAW

Sept. 6&7

Rawhide Park

GRAND PRIX

NAME _____ AGE _____
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 CLUB _____ SPONSOR _____
 AMA NO. _____ D-37 RIDING NO. _____ BIKE _____ CC _____
 CIRCLE ONE: EXPERT — AM. — NOVICE — MINI — WOMEN'S DIV — SENIOR
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Two Hour Races District 37 Points Dust Free Course
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 Decals, Patches, Participation Pins, SuperTrophies — FREE Overnight Camping —
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 Sidehacks. Mail \$10.00 + 2 S.A.S.E. to C.R.C., 7601 Arlington Ave., Riverside,
 CA 92503. Mail entry anytime. Start position determined by drawing on August
 11. Entries close August 25. Late entry fee \$50.00. Info: 714-689-6114

\$600 Purse

Aug. 10

125, 250, & Open Pros



Saddleback Park
714-532-3923

Entries now open

2 action-packed days of racing-Oct. 4 & 5
 Honoring all cards & licenses.

DRA Desert Racing Assoc.
 Presents
California City
Grand Prix '75

Racing through town & through desert.
 \$2000 cash & contingencies
 Entries limited — 350 per race. Act now!
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 Calif. City, CA 93505
 Info: 714-373-4647

Mid Year DRA MEMBERSHIP

Old Timer — Powderpuff
 Beginner — Novice — Amateur — Expert
 Now open for 1975 — Good through
 Dec. 31, '75. Membership available to
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 includes competition license — Issue
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 in annual points program and cash
 awards. Desert Racing can be both
 fun and exciting. You can be proud
 to be a member of DRA where
 competition is the name of the game,
 fun and safety are the order of the
 day, and quality comes before
 quantity in all our trophies. The fun
 begins with your reply to: DRA, P.O.
 Box 2605, California City, CA
 93505.

info: (714) 373-4647

Every Wednesday Night MX O.C.I.R.



RACE SCHEDULE
 Aug. 10 — Saddleback
 Aug. 17 — Rawhide
 Aug. 24 — No Race
 Aug. 31 — No Race
 INFO: 714-532-3923

Double Crossers M.C.
 &
 Desert Donkeys
 present
DUAL EUROPEAN
SCRAMBLES
Sunday, August 10
 Limed from Lucerne
 info: 714-835-7821

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
 Valley Cycle Park, Hwy.
 23 & Tierra Rejada Rd., S
 of Moorpark, CA. All
 classes, sil. req.
 805/529-9546.

ESCAPE COUNTRY MX
 Trabuco Cyn., CA. San
 Diego Fwy., El Toro exit,
 E 13 mi. First Day thru
 Nov. Sign up 7:30 am.
 prac. 7:45-8:30, race 9. I/E
 sign up by 12 noon, racing
 shortly after. Memb. req.
 714/586-7964.

BICYCLE MX
 Western Sports
 A-RAMA on Lincoln btwn.
 Glassell & Batavia in
 Orange. Lincoln turnoff W
 on Newport Fwy. Glassell
 turnoff S on Riverside
 Fwy. No age limit. Start
 9:30 am. Entry \$2.50,
 discount card avail.
 714/998-6373, 998-3535.

MOTOCROSS
 Rawhide Park, Hwy. 74,
 Elsinore, CA.
 714/689-0871.

BICYCLE MX
 Saddleback Park,
 Orange, CA. Power
 Stokers '75. Sign up at 11
 am, 1st race 1 pm.
 714/639-5832.

2nd Sunday

SRAC/BRRMC MX
 Coal Creek Rcw.,
 Lafayette, Colo. I-25 N out
 of Denver to Hwy. 7, W on
 7, 4 mi. Gate is on Hwy. 7.
 Entry \$6 Ex., \$4 all others.
 Cash to Ex. Trophies to
 rest. All classes, minis thru
 Open. Memb. req., \$15 per
 yr. Sign up 8 am, race 9.
 303/443-0825.

Every other Sunday

MOTOCROSS
 T-Car Speedway, 5 mi.
 S of Carson City, Nev. Sign
 up 7 am, prac. 7:30-8:45,
 race 9. \$7.50 entry, \$15
 Semi Pro. 100% p.b. to
 Pros, trophies for
 sportsmen. 702/882-5030,
 323-4589.

1st & 3rd Sunday

CMC MX
 Sand Hill Ranch. From
 Concord, Marsh Creek Rd.,
 to Camino Diablo. First
 ranch on Camino Diablo.
 First moto 9 am. Entry \$8,
 \$15 Ex. 100% p.b. to Ex.
 30% trophies. 100%
 trophies to minis. Rt. 2,
 Box 143 C, Brentwood,
 CA 94513. 415/634-3328.

HRA TT & HALF-MILE
 395 Cycle Park, on
 Hwy. 395, Adelanto, CA.
 Sign up 8:30-9:30 am.
 Entry \$3 non-memb. Gate
 \$2. No memb. req. Free
 camping. 25% same day
 brass. Sil. req. Minis to Pro.
 714/246-6109.

2nd & 4th Sundays

MOTOCROSS
 395 Cycle Park, Hwy.
 395 in Adelanto, CA. Sign
 up 7-8 am, 1st race 8:30.
 \$2 gate, \$4 entry. 40%
 brass, same day. No memb.
 req. Free camping.
 714/246-6109.

4th Sunday

SRAC/BRRMC
 TT OR SHORT TRACK
 Coal Creek Rcw.,
 Lafayette, Colo. I-25 N out
 of Denver to Hwy. 7, W on
 7, 4 mi. Gate is on Hwy. 7.
 Entry \$6 Ex., \$4 all others.
 Cash to Ex. Trophies to
 rest. All classes, minis thru
 Open. Memb. req. \$15 per
 yr. Sign up 8 am, race 11.
 303/443-0825.

MOTOCROSS
 De Anza Park, E of
 Riverside, CA on Hwy. 60,
 Theodore exit. Sign up
 7:30 am, race 9.
 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
 Atlantis Park, Garden
 Grove, CA. Btwn. Magnolia
 & Brookhurst in GG. No
 memb. fee, no gate fee. \$4
 per entry. 83cc max. Sign
 up 8:30-9:30 am.
 714/839-2539.

1st & 3rd Mondays

SIDE HACK ASSN
 MEETING
 Samoa House, 15903
 Ventura Blvd., Encino, CA.
 Start 8:30 pm. Meet lots of
 people & have lots of fun.
 213/784-1517.

Every Tuesday

AMA AMATEUR
HALF-MILE
 Ascot Park, Gardena,
 CA. 18300 Vermont,
 Gardena. 90247. Racing
 starts 7:30 pm.
 213/321-1610, 323-9710.

3rd Tuesday

M.O.R.E. MEETING
 Orange County Chapter.
 Trask & Newhope St.,
 Garden Grove, OCMC
 Clubhouse. Meetings start
 at 7:30 pm. 714/542-8964.

4th Tuesday

M.O.R.E. MEETING
 San Fernando Chapter.
 1523 Fifth St., San
 Fernando, CA. Meeting
 starts at 7:30 pm.
 213/361-8530.

Every Wednesday

MOTOCROSS
 Indian Dunes, Valencia,
 Ca. 30% brass. Cash to Ex.
 \$5 Sptsmn., \$10 Ex.
 Non-memb. add \$2. Sign
 up 6:30-7:30 pm, race 8.
 213/830-7519.

SEMI PRO
SHORT TRACK
 Fremont Raceway. New
 AMA Pilot Program. All
 classes "C" lic. holders can
 compete for 1/4 pt.
 advancement in 360 Ex.

class, plus Dist. points & \$.
 Gates open 4 pm, prac. 5,
 race 7. Ex. \$5, Nov/Jr \$4.
 Watch \$3, kids 6-12 \$1.
 415/327-4461.

CMC MOTOCROSS
 Ascot Park, Gardena,
 CA. Gate open 4:30 pm,
 6-7 prac. 7:30 pm first Jr.
 race. Entry \$6. Super
 prizes, Pro p.b. CMC lic.
 req.

H-M TT & ST
 Corona Fwy., 91 Fwy.
 to Pierce off ramp, R to
 Magnolia, R to Buchanan.
 First race 7:30 pm, entry
 one class \$5, two \$8.
 714/735-1705, 689-1913.

AMC NIGHT MX
 Orange Cty. Intl. Rcw.,
 Irvine, CA. 200% Pro p.b.,
 30% brass. Entry \$6, all
 classes. Non-memb. \$2
 extra. \$3000 rider med.
 cov. Open 5 pm, race 7:30.
 714/532-3923.
 Free rider gate.

CMC MOTOCROSS
 South Bay Speedway
 summer series. Extra prizes
 & trophies. Ride new 1 mi.
 course, lots of sand. 200%
 p.b. to Pros. 30% trophies
 to Sptsmn. \$6 ride.
 714/420-7414.

D-36 MINI
SHORT TRACK
 Washoe Cty.,
 Fairgrounds, Reno, NV.
 Take Wells Ave., exit off
 I-80, turn L on Wells to
 Frnd. Sign up 6 pm, race
 8. Entry \$3. D-36 & AMA
 cd. req. to race. Western
 States Racing Assn. Minis
 only. 702/323-6998.

SRA SPEEDWAY
 Inland Motorcycle
 Speedway, 395 N to
 Orange Show Rd. E to
 Arrowhead Ave. 900 S
 Arrowhead Ave. Racing
 starts 8 pm. 213/446-0969,
 884-4092.

Every Thursday

SRA SPEEDWAY
 Santa Clara Fairgrounds,
 San Jose, CA. 1/6 mi. oval.
 Largest track in state. For
 info. Bob Barkheimer
 Assoc. Inc., 14 Camp Evers
 Lane, Scotts Valley, CA.
 95066. 408/438-3210.

HSMX
 O.C.I.R. Sand Canyon
 off ramp off I-5. Gate open
 5 pm, race 7:30. PO Box
 2455, Orange, CA 92669.
 714/559-0580.

SRA SPEEDWAY
 Irwindale Rcw.,
 Irwindale, CA. 220 yd.
 oval. Complete Scratch &
 Handicap bracket with
 special Match races. Gate
 open 6:30 pm, race 8.
 213/334-4949, 334-2413.

CMC MOTOCROSS
 Portland International
 Rcw., Portland, Ore. Gate
 open 5 pm, sign up by
 6:45, race 7. 100% p.b.,
 30% trophies.
 503/285-7060.

R.A.C.E. MX
 Corona Rcw., Corona,
 CA. Hwy. 91 to Magnolia
 or Pierce. Memb. not req.
 Prac. 6 pm, race 7. Entry
 \$4 memb., \$5 non-memb.,
 PO Box 388, Corona, CA.
 714/735-1705. 300% p.b.

CMC MOTOCROSS
 Delta Park, Portland,
 Ore. Gate open 5 pm, sign
 up 5-6:30 pm, prac. 6, race
 7. 100% Pro p.b. 30%
 trophies (6 per class).
 503/285-6635.

Every Friday

TT/FLAT TRACK
 Trojan Speedway,
 South Gate, Ca. L.B. Fwy.
 to Firestone, R to
 Southern Ave. Track at
 end by Fwy. Gate open 6
 pm, prac. 7, race 8. Entry
 \$4.50. Pit gate closes 7 pm.
 Half time match races.
 100cc-250cc Jr/Sr. Trojan
 Enterprises.

TT SCRAMBLES
 Lodi Cycle Bowl. Sign
 up 5:30-7:30 pm, prac.
 6-7:30. Class "C" traction.
 All classes & minis. Entry
 \$3.50 1 bike, 2nd bike
 \$1.50. Race 8 pm. 5801
 Morse Rd., Lodi, CA.
 209/368-7182, 931-3722.

CMC NITE MX
 South Bay Park
 Speedway. Chula Vista,
 CA. All new 1 mi. track.
 Gate open 4:30 pm, prac.
 6-7, race 7:30. Entry \$6.
 200% p.b. to Pros. 30%
 trophies J/I. Post entry
 only. \$3000 rider med.
 cov. 714/420-7414.

D-18 MOTOCROSS
 Shur-foot Speedway,
 I-55 & Imperial, Mo. exit,
 (S of St. Louis, 10 mi.).
 Start 8 pm. Entry \$2.
 Shur-foot M.C.
 314/351-8116, 773-9858.

CMC MOTOCROSS
 O.C.I.R., Irvine, CA.
 Gate open 4:30-6:30 pm,
 prac. 6-7, race 7:30. Entry

CALENDAR

SEMI PRO SCRAMBLES
Salinas Airport. Hwy. 101 & Airport Rd. Class "C" traction. Sign in 8 am, race 10, race 12. \$3 watch or ride. Experts \$5. 100% p.b. All classes inc. minis. 408/899-2401, 394-6276.

SEMI PRO MX
Sandhill Ranch, Brentwood, CA. Entry Ex. \$15, others \$8 post, \$6 Pre. 100% p.b. to Ex. 30% trophies to Sptsmn. Rt. 2, Box 143c, Brentwood, CA 94513. 415/634-3328.

MOTOCROSS
Edwards AFB, corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond Blvd., to Edwards. Entry \$5. Sign up 8-9:30 am, race 10. No Pro classes. Same day brass. Desert Wheels MC. 805/258-4250.

CRC MOTOCROSS
Indian Dunes, Valencia, Ca. 30% brass same day. Special classes for -16, over 30 & Women. Cash to Ex. \$6 Sptsmn, \$10 Ex. Non-memb. add \$2. Gate open 7 am, race 8, race 9:30. Shadow Glen. 213/830-7519.

CRC COCKS CROW FAMILY ENDURO
Sidewinder Road, Barstow, Ca. A/B/C riders welcome. Mail \$8.50 & 2 SASE to CRC 7601 Arlington Ave., Riverside, Ca 92503. Post entry \$12. Memb. deduct \$2. Family teams free. 2&3 man teams add \$1 per rider. 714/689-6114.

B.O.S.S. CMC MX
Helvetia Park. I-80 to Harbor Blvd. turnoff, W Sacto. N 6 mi. \$500 guar. Pro purse. Gate open 6:30 am, race 9. All classes inc. minis. Entry PeeWees \$3, Sptsmn. \$8, Pros. \$15. 30% trophies. Swimming. Fred Dion. 916/635-5240.

TT/HALF-MILE
Bend, Ore., Cota Park. Follow signs from Bend, Ore. Prac. 12, race 1 pm. Minis thru Open. Entry \$5, Open Ex. \$7. J & R Cycles. 503/389-1966.

August 17-23

BONNEVILLE NATL. SPEED TRIALS
Wendover, Utah. 5 mi. E of Wendover on I-80, Bonneville Speedway turnoff. \$50 mail entry by 7/15, \$60 post. Open to all AMA classes. 2 mi. approach to timed area. Start 7 am. P.O. Box 2729, Fullerton, Ca 92633. 714/525-4567.

August 18

PRO SHORT TRACK
Santa Clara Cty. Fairgrounds. Time trials 7 pm, race 8. 408/295-3050.

August 19

SRA SPEEDWAY
Santa Clara Cty. Fairgrounds. Race 8 pm. 408/295-3050.

August 21

SAFETY LUNCHEON
Taix Restaurant, 1911 Sunset Blvd.: speaker, Att. Robert Brinberry; subject, "Contributory Negligence v.s. Comparative Negligence". Price \$5, inc. lunch, tax, tip and parking. Sponsored by Greater Los Angeles Chapter National Safety Council, 3388 W. 8th St., Los Angeles, CA 90005. 213/385-6461.

August 23

AMA PRO HALF-MILE
Douglas County Fairgrounds, take Fairgrounds from I-5. Sign up 5 pm, race 6, time trials 6:30, race 8. 503/673-3205.

SEMI PRO MX
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99. Sign in 4-6 pm, race 4:30-6, race 6:30. Entry Pro \$15, Sptsmn \$5 pre, \$7 post. No pre entry for Pros. All classes. Live Oak Racing Assoc. 541 Main St., Yuba City, Calif. 95991. 916/673-7767, 673-1090, 742-7785.

August 24

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry \$4.50. 503/849-2676.

MOUNTAIN HIGH MX
North Fork, CA. N on Hwy. 41 to North Fork turnoff, signs from there. Camping at Bass Lake. Entry Pro \$10 mail, \$12 post; others \$6 mail, \$8 post. Gate open 6:30 am, sign up 7-8:45, prac. 9-9:30, race 10. P.O. Box 464, Bass Lake, CA 93604. 209/291-8793.

MARATHON
Sandhill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd. N 16 mi. to stop sign, R. Minis \$5, all others \$8 post, \$6 pre. Gates open 7:30 am, race 9. 30% trophies to all classes. Rt. 2, Box 143c, Brentwood, CA 94513. 415/634-3328.

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry \$12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

1st ANNUAL BUGGY WHIP ENDURO
Limed from Cal City Golf Course, for 4 wheel vehicles. 55 mi. loop. Live entertainment Sat. nite and all the amenities for a good time. Entries & info. 213/320-1015.

AMATEUR SCRAMBLES
California Rodeo Grounds, N Main St., Salinas, CA. Sign up Sat. afternoon at back gate of track. Prac. 6-8 am, sign up ends 8, race 10. All classes. Class "C" traction. Entry \$5. Gate donation \$3. Cerebral Palsy Benefit. Salinas Lodge No. 614, B.P.O. Elks.

HILLTOPPERS EURO SCRAMBLES
Valley Cycle Park. Prac. 8-8:30 am, race 9. \$5.50 inc. gate & entry. IRRR comm., overnight camping avail. nearby. D-37 pts. 213/860-8435.

D-37 MOTOCROSS
Rawhide Park, Hwy. 71 to Hwy. 74 E to Park. Gates open 6:30 am, race 7:30, race 9. All classes. Gate \$3.50, entry \$6. 15% trophies, same day. Free overnight camping. 714/595-4676, 213/333-3156.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, race 9. J/I entry \$7 mail, \$10 post. Pro \$12 mail, \$15 post. Mail entry must be rec. by Fri. am before event. CMC lic. req. \$3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36 MOTOCROSS
Carson City, NV. 3rd year T-Car MX. Overnite camping free. Entry \$7.50, \$2.50 watch. All classes. Sign in 7-9 am, race 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

AMA PACIFIC REGION MX QUALIFIER
Argyll Park, Dixon, Ca. Off Hwy. 80 at Milk Farm, S on Curry Rd., to Rio Vista-Dixon Rd. Prac. 10 am. Invitational event. Richmond Ramblers, PO Box 484-Station A, Richmond, Ca. 415/235-6505.

CRC MOTOCROSS
Indian Dunes, Valencia, Ca. 30% brass same day. Spec. classes for -16, over 30 & Women. Cash to Ex. \$6 Sptsmn, \$10 Ex. Non-memb. add \$2. Gate open 7 am, race 8, race 9:30. Int'l Course. 213/830-7519.

B.O.S.S. CMC MX
Plymouth Raceway, Plymouth, Ca. Hwy. 16 off I-50, 30 mi. to Plymouth. Free camping. CMC lic. req. Gate open 6:30 am, race 9. All classes inc. minis. Entry PeeWees \$3, Sptsmn. \$8, Pros. \$15. 30% trophies, 100% p.b. to Pros. Fred Dion. 916/635-5240.

August 25

TT SCRAMBLES
Castle Rock, Wash. Entry \$4. Sign in 5:30, prac. 7, race 7:30. AMA cd. req. Mini-500cc. Mt. St. Helens MC. 206/423-1263.

TT SCRAMBLES
Cowittz Cty. Fairgrounds. Sign in 5:30 pm, race 7, race 7:30. Rider entry \$4, spec. \$2.50. All classes Mini to 500cc. 206/423-1263.

NIGHT MX
Sprockets Park, Hwy. 99 to Hwy. 178, 5 mi. E to Mt. Vernon, then N 2 mi. Sign up 6-7:30 pm, 1st race 7:30. Entry \$3. 805/393-3962.

August 27

AMA PRO SHORT TRACK
Antelope Valley Fairgrounds, Lancaster, Ca. Sign up 6 pm, race 8:30. 18 events. \$1,200 purse. Open to Ex., Jr., Nov. riders. 1/6th mi. track. Fireworks, opening night of Fair. Adults \$2.50, kids \$1. Agajanian Enterprises. 213/FA1-5323, DA3-5055.

August 28

PUBLIC HEARING
California Transportation Plan. 9 am. Rm. 211, Convention Center, L.A., Ca. Comment on draft of CTP & express views on improving planning & structure process.

August 30

SHORT TRACK
Pioneer Arena, S on Pioneer off Hwy. 120 between Oakdale & Escalon. Sign up 4-6 pm, race 4:30-6, race 7. \$3.50 ride, Semi Pro add \$2.50. All classes, 100% p.b. to all Pro classes. Class "C" traction. 209/869-1457.

Aug. 31-Sept. 1

PRO-AM MOTOCROSS
Lake Madera. Gates open day before, free camping. Sign up 6:30-8 am, race 8, race 9:30. 30% trophies, \$5000 purse to Pros. \$10 mail, \$20 post sptsmn. entry; \$20 mail, \$40 post Pro entry. CMC Cd. Req. Explorer Post 305, 424 S. "A" St., Madera, CA 93637. 209/673-3146.

CENTRA CALIF. 5000
Madera Lake, 7 mi. N of Madera, Calif. Cleveland Av. Entry \$10 Sportsman, \$20 Pro. Sign in 6:30-8 am, \$5000 guar. purse to Pros. All others run for trophies. 209/673-3146.

LABOR DAY GP
Argyll Park, Dixon, Ca. \$1000 guar. Pro purse. Grand Prize 125 CR Husky. Super trophies. Entry Nov/Int \$15, Pros. \$25. Gen. adm. \$3 each day or \$5 both. Pre enter, send check or m.o. to B.O.S.S. MX, 2210 Kimwood Ln., Rancho Cordova, Ca. 95670. 916/635-5240.

D-37 EURO SCRAMBLES
Shadow Mtn. Limed from HiVista Store & Dobie Corners/395. Two days, race morn. only. Sep. race for PP & Old Turkeys. Bikini contest Sun. nite. Rescue 3. Entry \$11 for both days. So Cal MC. 805/527-9310.

August 31

AMA PACIFIC REGION MX QUALIFIER
Carlsbad Raceway, Carlsbad, Ca. First race 12 noon. Gate \$4. 1975 Can-Am National Amateur MX Championship. Dirt Bike & Pop Cycling Promo. 714/560-0426.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnyvale, Ca. 30% brass same day. Special classes for -16, over 30, Womens Div. Cash to Ex. \$6 Sptsmn, \$10 Ex. Non-memb. add \$2. Gate open 7 am, race 8, race 9:30. 213/830-7519.

TT/HALF-MILE
Bend, Ore., Cota Park. Follow signs from Bend, Ore. Prac. 12, race 1 pm. Minis thru Open. Entry \$5, Open Ex. \$7. J & R Cycles. 503/389-1966.

DRA TEAM RACE

California City, limed from Cal City golf course & 17 mi. N of 4/Corners on 395. Start 9 am. Points, 20% trophies, fin. pins, \$200 1st overall team, \$100 2nd overall team, \$100 1st OA Nov. team. 714/373-4647.

SHORT TRACK
Lodi Cycle Bowl. E. Morse Rd. Sign up 5-7 pm, race 6-7, race 8. \$3.50 entry, Semi Pro \$2.50. 100% p.b. to Semi Pro. 209/368-7182.

SEMI PRO MX
Sandhill Ranch, Brentwood, CA. Entry Ex. \$15, others \$8 post, \$6 Pre. 100% p.b. to Ex. 30% trophies to Sptsmn. Rt. 2, Box 143c, Brentwood, CA 94513. 415/634-3328.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I \$7 mail, \$10 post. Pro \$12 mail, \$15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. \$3000 rider med. cov. PO Box 1402, Costa Mesa, CA 92626.

ROAD RACE
Portland Int. Raceway, Portland, Ore. No lic. req. Run by Oregon MC Road Racing Assn. For info Paul Middlehoven. 503/285-5251, ext. 249.

SEMI PRO 1/4 MI SHORT TRACK
Class C traction. Sil. D-36 rules. Full leathers req. Sign up 8 am, race 10, race 12 noon. \$3 watch/ride, \$1 children, \$5 Ex. 100% p.b. Minis too. Salinas Airport, Hwy. 1 & Airport Blvd. 408/899-2401, 394-6276.

September 1

US NAT. TRIALS CHAMPIONSHIP
Turkey Creek Trial. Tulsa, Okla. John Zink Scout Ranch. 6 1/2 mi. W of Skiatook, Okla. on Hwy. 20. Admission \$2, under 12 free. Activities begin 10 am.

SHORT TRACK
Lodi Cycle Bowl, E. Morse Rd. Sign up 9-11 am, race 9:30-11, race 12 noon. All classes. \$3.50 entry, \$2.50 Semi Pro. 209/368-7182.

SEMI PRO SCRAMBLES
Salinas Airport. Hwy. 101 & Airport Rd. Class "C" traction. Sign in 8 am, race 10, race 12. \$3 watch or ride. Experts \$5. 100% p.b. All classes inc. minis. 408/899-2401, 394-6276.

September 5-6-7

SCORE AC-DELCO WORLD CHAMPIONSHIP
Riverside Int'l Rcw. Baja type race course. 3 1/2 mi. spec. prepared course. For info: 213/437-0466, 714/653-1161.

September 6

TT SCRAMBLES
Castle Rock, Wash. Entry \$4. Sign in 5:30, prac. 7, race 7:30. AMA cd. req. Mini-500cc. Mt. St. Helens MC. 206/423-1263.

SEMI PRO MX
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99. Sign in 4-6 pm, race 4:30-6, race 6:30. Entry Pro \$15, Sptsmn \$5 pre, \$7 post. No pre entry for Pros. All classes. Live Oak Racing Assoc. 541 Main St., Yuba City, Calif. 95991. 916/673-7767, 673-1090, 742-7785.

September 6-7

D-37 OUTLAW GP
Rawhide Park, Elsinore, Ca. All classes race 2 hrs. Decals, patches, pins, super trophies. Non Dist riders welcome. Free overnight camping. Mail \$10 & 2 SASE to CRC 7601 Arlington Ave., Riverside, Ca 92503. Drawing for start pos. Aug. 11. Post entry \$50. All classes inc. minis, women & oldtimers. 714/689-6114.

September 7

D-36 HILLCLIMB
Carnegie Cycle Park, Livermore, Ca. Entry \$4. Start 10 am. Mini class inc. Campbell MC. PO Box 783, Sunnyvale, Ca. 94088. 408/251-3331.

D-36 MOTOCROSS
Carson City, NV. 3rd year T-Car MX. Overnite camping free. Entry \$7.50, \$2.50 watch. All classes. Sign in 7-9 am, race 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

MOTOCROSS
10 mi. E of Yoncalla, Ore. I-5 to Elkland off ramp & follow signs. All classes. Entry \$4.50. 503/849-2676.

2nd Annual CMC Night National MX Championships

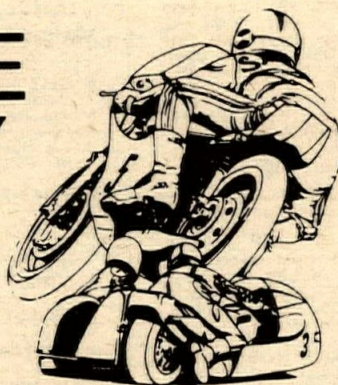
Sept. 5

\$15,000

Cash & Prizes

at IRWINDALE RACEWAY

Presented by Pacific Stereo



Riders qualify

at Irwindale Raceway Aug. 8 & 22
at OCIR Aug. 8 & 22
at South Bay Speedway Aug. 13 & 20
at Ascot Park Aug. 13 & 20

Contingencies for all classes

Finish in the top 3 at any qualifier and you are in the program!
\$6 entry per qualifier, \$6 entry for the Championship
Non-qualified Pros may post enter for \$25.00
Extra seating is being brought in for this one!
Adults \$4 Juniors (13-16) \$3 Kids (6-12) \$2 under 6 Free

☆ SPEEDWAY THURSDAY NIGHT IS THE NATIONAL QUALIFIER! ☆

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, competition 12. Sign up at 11:30 & ride trials only. \$5 for club memb., \$7 non-memb. Free schools for memb., \$2 non-memb. PO Box 2155, Orange, CA 92669.

September 13-14

D-37 MOTOCROSS
Saddleback Park, Orange, Ca. Sat., Nov & Minis. Sun. Am/Ex/Pros. Women Div., Senior Div., Hacks. Cash to Pros. Viewfinders M.C. 714/645-4178.

September 13

TT SCRAMBLES
Castle Rock, Wash. Entry \$4. Sign in 5:30, prac. 7, race 7:30. AMA cd. req. Mini-500cc. Mt. St. Helens MC. 206/423-1263.

AMA PRO HALF-MILE
Douglas County Fairgrounds, take Fairgrounds from I-5. Sign up 5 pm, prac. 6, time trials 6:30, race 8. 503/673-3205.

September 14

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry \$7 J/I mail, \$10 post. Pro \$12 mail, \$15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. \$3000 med. cov. PO Box 1402, Costa Mesa, CA 92626.

WESTWOOD ROAD RACE
Vancouver, B.C. Canada. CMC lic. req. Run by Westwood MC Racing Club. Entry \$12. For info. Rick Davison, PO Box 91, South Burnaby, B.C. Canada. 604/298-2864.

September 21

HOOK & LADDER ENDURO
Limed from Cal City Golf Course. Start 7:01 am. Entry \$8.50 mail, \$10 post. 60 mi. of fun riding. 100% brass to all minis. 20% to all tohers. Super finisher pins. Benefit for LA County, USC Burn Center. Mail entries close Sept. 12. Send 2 SASE to, PFD 5226 N. Golden West Ave., Temple City, Calif. 91780. 213/287-4471.

BIGGIES & SCHEDS

1975 National Championship Events

AMA Grand National Camel Pro Series

AUGUST 10
Peoria M/C Grnds.
Peoria, Ill.
TT \$15,000

AUGUST 15
Santa Fe Park
Chicago, Ill.
ST \$14,000

AUGUST 17
Vigo City Frngd.
Terre Haute, Ind.
H-M \$14,000

AUGUST 23
Indiana St. Frngd.
Indianapolis, Ind.
M \$16,000

SEPTEMBER 7
New York Frngd.
Syracuse, NY
M \$16,000

SEPTEMBER 13
Toledo Rcw. Toledo, Ohio
H-M \$14,000

SEPTEMBER 21
Santa Clara Frngd.
San Jose, Calif.
M \$16,000

SEPTEMBER 27
Ascot Park
Gardena, Calif.
H-M \$14,000

OCTOBER 5
Ontario Motor Spdw.
Ontario, Calif.
RR \$40,000

125cc National MX Series

AUGUST 24
125cc National
250cc Support
Cycle Rama
San Antonio, TX

SEPTEMBER 1
125cc National
500cc National
Motocross West
New Orleans, LA

500cc National MX Series

AUGUST 10
500cc National
250cc Support
Moto-Masters Park
Mexico, N.Y.

AUGUST 17
500cc National
250cc Support
Lake Sugar Tree MX Rcw.
Axtom, Virginia

AUGUST 24
500cc National
250cc Support
Ohio Int. Rcw.
Ravenna, Ohio

SEPTEMBER 1
500cc National
125cc National
Motocross West
New Orleans, LA

National Championship Observed Trials Series

AUGUST 23-24
Wiltz Wagner
4523 E. 18th
Denver, Colo. 80220

AUGUST 30
Chester Hudspeth
5017 Fairfax St.
Ft. Worth, TX 76116

SEPTEMBER 1
Mike McCabe
12120 E. 24th Pl.
Tulsa, OK 74129

FIM International Events

500cc Grands Prix
July 13 W. Germany
July 27 Holland
Aug. 3 Belgium
Aug. 10 Luxembourg

250cc Grands Prix
Aug. 10 Sweden
Aug. 17 Finland
Aug. 31 Switzerland

125cc World Cup
July 13 Canada
Aug. 17 Spain
Aug. 24 Belgium

Road Race
July 19-20 Sweden
July 26-27 Finland
Aug. 24 Czechoslovakia
Sept. 19-21 Yugoslavia

Trials World Championship
July 13 Canada
July 20 America
Aug. 24 Finland
Aug. 31 Sweden
Sep. 6 Switzerland
Oct. 5 W. Germany
Oct. 12 Czechoslovakia

Road Race Coupe d'Endurance
Aug. 16-17 Spa 24 Hr.
Sep. 28 Thruxton 400 Mile
England

Sidcar European Sidcar cross championship
July 13 Switzerland
July 20 Britain
Aug. 10 France
Aug. 17 Denmark
Aug. 24 Austria

Speedway
Sep. 6 Individual Final
Sep. 21 Wembley, England
Team Final
W. Germany

CALENDAR

ESCAPE COUNTRY \$1000 PURSE MX AUGUST 24

First day class to Expert class — Every Saturday & Sunday

714-586-7964

Find it fast in the Cycle News Dealer and Services Directory

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail, \$15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

EVERY WEDNESDAY - SOUTH BAY SPEEDWAY
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT

CMC LICENSE REQUIRED \$7.00 PER YEAR

\$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402 Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm **92626**



AME Race Schedule

1st Sunday — Valley Cycle Park
2nd Sunday — Indian Dunes
4th Sunday — Valley Cycle Park
Every Friday night — Indian Dunes
Membership required \$7 a year
\$3,000 medical insurance. Superbowl
Qualifiers for High School & 500 Pro class

Corona Raceway Motocross

Every Thursday

300% PAYBACK TO PROS
Motocross every Friday also
see Calendar

INDIAN DUNES PARK

600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000



\$1000.00 **00** **CMC**
PURSE at
Saddleback
Sunday, Aug. 17
info: 714-557-3323

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event (TT, MX, Enduro, etc.) _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info (with area code) _____

WANT ADS



1973 Sport van 20

Brown custom paint, pin stripping, air cond., power steering, high back swivel seats, mag wheels, radial tires, padded carpet, cabinets. Call Cycle News, Inc. (213) 427-7433. (26/TFN)

'70 MAICO 400, showroom condition, extras, \$400.00. (714) 962-4181. (30/2x)

TRIUMPH 500 Trophy Trail, 4,000 miles, \$900.00. (805) 687-9773. (30/2x)

1973 HUSKY C.R., exceptional condition, very fast. Ported by F.M.F., many extras, \$675.00. Must see. (213) 378-6794. (30/2x)

Honda shock kits for Elsinore

'73, '74, '75, 125, 175, 250 larger shaft. Specify year. \$14.95 each shock. California residents tax. Check or money order. HIESALU MANUFACTURING COMPANY, 322 North Lima Street, Burbank, California 91505. (29/4x)

Why buy an imitation?

When you can buy genuine Barum MX tires, 4.00x18, 400/450x18, 475x18, \$27.95 each. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California. (213) 861-4139 or (213) 861-6217. (30/2x)

'73 Yamaha 360 MX

Excl. cond., near new, never raced. Call after 6 p.m. (213) 421-0188 Dennis. (29/TFN)

Dog found

July 27, 1975 CRC race, Lucerne Valley, near Soggy Dry Lake. Call (714) 828-6469. (31/3x)

Mechanic wanted

Must have Suzuki experience. Suzuki West (213) 285-1251. (31)

Rickman Weslake 500

Excellent condition, Mikuni, Filtron, \$750.00 or will sell just engine. (714) 685-7894. (31)

'74 Honda XR80 super fast

Super trick, completely modified, ported head, cam, crank, aluminum pipe, trick 22 carb, excellent condition. Runs great, plus many extras. \$625.00. (213) 330-1136. (31)

Seek Dist. club membership

Four riders — 2 Amateurs, 2 Novices — want to join a desert club in San Gabriel Valley area. Bill — (213) 949-7567, Sid — (213) 573-8434. (31)

1973, 125 Rickman

DID rims, P.P., Konis, Filtron, Reed valve, Andre bar, two pipes, Metzeler, excellent condition, \$650.00. Dave (213) 695-4394. (31)

'FAST' 125 YAMAHA MX, '73. Like new, stock. Also '72' DKW 125, plastic everything, faster than Hondas — \$350.00 each. (714) 537-2487. (31)

Steal my '75 Husky

Like new 400, six speed. Hooker pipe, new Konis and new 3.5 Vesco. A steal at \$1350.00. (714) 496-4590. (31)

'70, 125 American Eagle

Two tanks, \$250.00. (213) 634-2845 or (213) 869-7867. (31)

Husky '74 — 400 — 6-speed

Mag swingarm, Curnutt shocks, Vesco desert tank, excellently maintained, fast and reliable. \$995.00. George Harvey (213) 342-8915. (31)

\$15/30/5 LIABILITY INSURANCE, (0-300cc's, \$37) (301-500cc's, \$68) (Over 500cc's, \$89) (Medical payments, \$2000 no deductible, \$30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

Lost job — must sell now!!!

400 CZ — trail, desert — 3 1/2 gal., 7" air forks, Works Performance rear, Mikuni, 8 ga., custom up pipe & down, Magura levers, many extras. Sacrifice \$850.00. (213) 672-3444. (30/3x)

In stock

YZ 125 Cs, MX 400 Bs, YZ 250 Bs. Myerscough's Yamaha of Redlands (714) 792-2204 or (714) 793-2473. (21/TFN)

Shoestring wheel works

Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

Dealership for sale

Only Kawasaki, Moto Guzzi dealer in city with shopping population of 185,000. Sell for inventory only — currently approx. \$35,000. (209) 464-4783. (29/3x)

'74 TZ 250-350 roadracer

Rebuilt and spares. Bill (408) 426-9534. (30/2x)



6 inch travel suspenders

For Bultacos, C-Z, Honda CR-125 and 250s and other makes. 7 inches of rear wheel travel, no frame modifications, \$79.50. Work's Performance Products, 20970 Knapp Street, Chatsworth, California 91311. (213) 998-1977. (24/TFN)

650 YAMAHA engines, \$400.00. Basket case, needs work, complete, \$200.00. (213) 477-4327. (31)

Trick shocks shipped quick

Prices includes springs — Boge, \$56.00. Koni, \$68.00. Bilstein gas, \$92.00. Girling gas, \$88.00. Specify make, year, cc and body weight. Enclose check for full amount. No C.O.D. California residents add 6% tax. Orders arrive freight C.O.D. Trick Distributing Co., 2042 North Bush, Santa Ana, CA 92706.

Hot '74, 125 YZ

Fork kit, moved up Boges shocks, Skyway pipe, 30mm racing carb, new rear tire, excellent condition, \$800.00. Also three rail motorcycle trailer, \$150.00. (213) 294-4945.

HONDA '71 trail 70, 2050 miles. Pr./pty. \$100.00. (213) 375-9419. (31)

1971, 360 HUSKY 4 sp., good condition, \$575.00. Redondo Beach (213) 370-4255.

TM 100 SUZUKI, moved up Boges, pipe, mildly ported, new. (213) 445-4372. (31)

XL 250 Honda '73

Excellent condition — \$500.00. Must ride to believe. (714) 879-7700 or (714) 879-1323.

Good Greeves

1974, 250 MX Greeves. Ported by Mike Chamberlin, forward mounted gas Girlings (new). Plus (new) 5" Curnutt. \$750.00 or offer. Call between 9 a.m. and 2 p.m. week days. Also 100 MX Bul, entirely rebuilt, \$300.00. Will deliver. (714) 648-7330. (31)

Money tight?

No problem, new 1974 Yamaha 250 MX, \$799.00. 360 MX, \$899.00 plus T&R. (213) 861-4139 or (213) 861-6217. (30/2x)

!!Laydown suspension!!

Most bikes, \$65.00. Heli arc, gas welding. Cases & frames repaired, magnaflux inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (29/4x)

1974 Yamaha 175 MX

\$700.00/offer. Fast, clean & dependable. Call for information. Denise (213) 592-2463. (30/2x)

1972, 400 Maico

20 hours total time since new. Wheelsmith pegs, chain guide, air box connection. (714) 871-8944. (31)

'73 Yamaha 360 MX, \$550

Great desert/trail bike — new throughout, many extras. Bought monoshock. (213) 860-8297. (31)

1969 RICKMAN METISSE B.S.A. 500. Excellent condition, Koni shocks, Ceriani forks, \$650.00. (213) 831-4982. (31)

'74 1/2 Hodaka super Combat 125

Close ratio gear box, low pipe, reed induction and porting, CDI ignition, 32mm Mikuni, alumiferic cylinder, chromoly bars, Uni plastic levers, and many extras. Immaculate condition, never raced. \$625.00 or best offer. (213) 433-6906. (31)

Desert Ossa

'70, 250 Stiletto. New motor and tires, moved up Curnutt, 3-5 gal. tank, PP fenders, new chain and bars, plastic levers, \$400.00. (213) 830-3934. (31)

HONDA TL125. Girlfriend bought new in '74, hardly used. She's going back to school and must sell. This motorcycle is in showroom condition, \$525.00. (714) 688-6612. (31)

Twin Champion 1/2 miler, '74 Yam.

250, disc brake, Vesco ported, new tires, Barnes wheels, shocks, Ceriani forks, very fast, extras, \$1700.00. Mark Prescott, Oceanside (714) 722-8711 or (714) 757-5170. (31)

Reward offered

Lost — small gray poodle. Name — Rowdy — BLIND. Call — Doreen Tibben. Lost at Crack of Dawn Enduro. Home (213) 371-4347, work (714) 541-7506. (31)

Job openings

1. Parts counter man for 7 day week operation. Must be experienced (Yamaha) and willing to work our schedule. 2. Experienced mechanic familiar with 2 stroke twin, singles, tune-ups and etc. Call 8:30-10:30 a.m. only. (213) 868-1663. (31)

"New trailers"

3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

Honda mechanic

Only experienced need apply. Good working conditions. Mission Honda (714) 831-0122. (31)

Honda partsman

Experienced in motorcycle Honda parts ONLY need apply. Honda of Torrance (213) 371-7533 or (213) 772-1823. (31)

'72 Maico 400

Original owner, very fast, new top end, tires and primary chain and chain. Very clean, super strong, A-1 condition. Must sell, asking \$700.00. (213) 429-6194. (31)

'73 Yamaha 250 MX

Absolutely perfect, new Metzeler, trick kit, desert tank, \$700.00. Call Steve (213) 893-2590. (31)

Kwik Kawi

Green Streak 100, cherry, ported, milled new crank, 28mm Mikuni, Suzuki 400 forks, Curnutt, Pettys. A steal at \$275.00. (714) 621-2454. (31)

Two Hondas

XL350, 1974, low miles. CL450, take VW in trade. (213) 698-5738. (31)

The hot set-up

We will beat any bona fide deal on new 125s, 250s, 400 monoshocks. Free with any purchase of new motorcycle the super trick Pro-tec chain tensioner. (213) 861-4139 or (213) 861-6217. (30/2x)

RED LINE 750 Yamaha, needs work, make offer. (714) 830-6058. (31)

BIKER magazine is rated R for road riding men. Parental guidance suggested. Published bi-weekly by Cycle News, Inc. Be a charter subscriber to BIKER and get a free pin. One year subscription (26 issues) only \$7. BIKER, Box 2610, Long Beach, California 90801. (31/TFN)

3 rail bike trailer

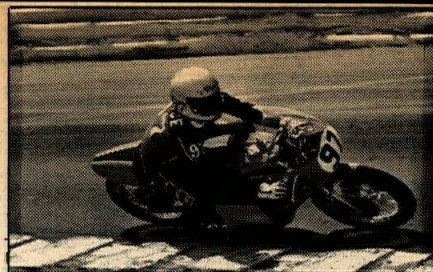
Amazing bolt together design — no welding. Build from scrap metal — plans and patterns, \$5.00 — C. Hiett — Box 177 — Lakewood, California 90714. (31/4x)

\$15/30/5 LIABILITY INSURANCE. 70cc's \$24, 300cc's \$37, 500cc's \$60, 650cc's \$68, 1200cc's \$85. (Collision, fire, theft available.) (213) 295-2054. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (31/TFN)

1975 Ossa M.A.R. trials

Plastic fenders, Mikuni carb, Yamaha front hub, engine mods with 3 rail trailer. All for \$700.00. Call after five (714) 877-3089. (31)

'71 PENTON 125, NEW top end, excellent condition, ridden by 13 year old girl, \$350.00. (714) 847-4434. (31)



HARLEY DAVIDSON RACE WINNING
250 Road Racer ridden by Ron Pierce. Complete with all the newest Fact. Mod — Left shift — 520 chain — complete sprockets, spare cylinders and pistons, C.I.D. ign., etc. Details call (213) 822-3426. Harley Davidson West. (26/TFN)

Husky 8 1/2" fork kit

Includes dampening rods and fork springs. Late black legs, \$48.95. Early black legs, \$60.95. Early grey legs, \$78.95. Call for order and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (30/5x)

360 Champion Yamaha

Barnes wheels, extra chrome barrel. This rig is rapid, and reliable. \$1,300.00 will deliver to Oregon, Washington, California. (503) 863-5855. (30/2x)

100cc GREEN STREAK TT, FT, or RR, fresh motor. (213) 396-0754. (31)

Husky CR 250, '73

New motor, alloy tank, Konis, extras. Gotta move it — \$750.00/offer. (714) 496-8884. (31)

Untrick Hodaka & Kaw parts

'68 Hodaka 100, 5 speed. Some extras, \$155.00. Also Kawasaki Centurion frame, forks, wheels. '64, 100 engine. No reasonable offer refused. (714) 529-3663. (31)

HUSKY '72, 5-SPEED MJ Series 400 CR. New ignition. Pvt. party. \$625.00 or best offer. (213) 378-1018. (31)

CZ '72, 250

Complete rebuilt engine (all receipts). Konis, Akront, plastic tank: fender brand new, Southbay pipe. Not ridden since rebuild. Asking \$525.00. (213) 397-3711. (31)

'75 Ossa desert Phantom

\$1295.00 out the door. 2 only. Nelson's Motorcycles, 2362 3rd Street, Riverside, California 92507. (714) 686-3383. (31/TFN)

Help wanted

Experienced Honda service manager for Pomona Valley Honda dealership. Only qualified person need apply: Cycle News, P.O. Box 498, Dept. TM, Long Beach, California 90801. (31)

'71 Kawasaki Centurion

21" front wheel, many extras, strong, reliable and in excellent condition. \$250.00 or best offer. (213) 422-4341. (31)

'74, 125 Elsinore

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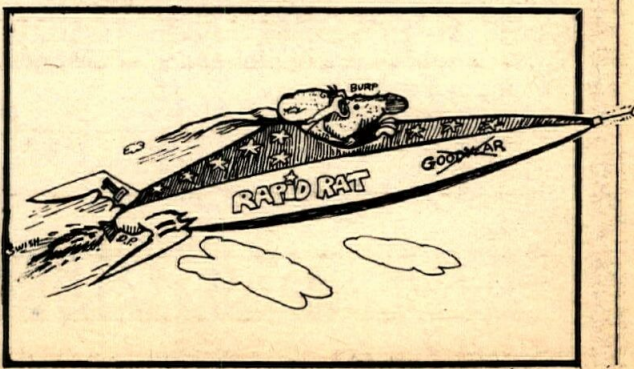
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"Just the looks of this new thing are enough to scare the squids right off the course.

"The seat's chopped off. The rear fender's a mile up in the air. And the shocks are gas-filled, laid-down, and so far forward they're almost out of sight.

"What it feels like is a spring, all wound up tight, ready to explode if you so much as jiggle it.

"So I jiggled it.

"WAAAAAAAAAAAAEEEEEEEEEE!"

"Oh sure, Suzuki told me that their new porting would give it a lot of snap. But this was ridiculous. We came out of the hole so fast, I just barely hung on."

"And then we hit the whoops."

"At least, they *looked* like whoops. The only thing was, the wheels didn't seem to know it. They clung to the little ones like a snake going over rocks. No matter how high the frame went, the wheels hung right in there, spitting out power.

"And over the big ones, they didn't fishtail once. We went through those whoops on a line so straight you could hang clothes on it.

"Man, that's handling!

"Up came the first turn. A big hairy sweeper with a super-high berm.

"I tapped the gears, and slammed into it hard. Magic.

Right away, it seemed to seek out and lock into the right line all by itself.

"Coming out, I cranked it on, and WAAAAAAEEEEEEE, again. We shot out of that thing like a sling shot, heading for the first jump.

"Surprise.

"We didn't stay in the air nearly as long as I thought we would, seeing how fast we were going."

"And all day long, I found the same thing.

The wheels on the RM like to stay in the dirt where they can push... not in the air where they can spin.

"So if you're after a bike for show, this isn't it. This one's for win.

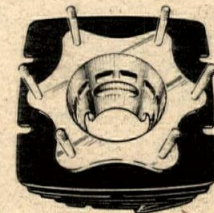
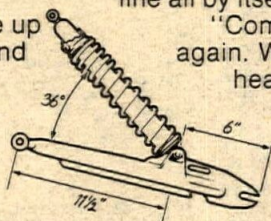
"And my lap time proved it.

"What's its secret?"

"Handling. It handles like a dream. You don't have to fight it or muscle it or make corrections all the time for goofs.

"You just flow over that course like syrup flows over pancakes."

"Competition, you're in big trouble."



"This is one bike you won't have to port. Suzuki's already done it for you. In fact, they're so big, they're bridged—twice—so the rings won't get hung up. That means you've got 6 holes sucking up the gas/air mixture out of the crankcase into the combustion chamber. This new porting—plus a big, 28mm carb—gives the RM its snap and power."



U.S. Suzuki Motor Corporation, Dept. 8012 Santa Fe Springs, Calif. 90670

SUZUKI'S RM-125 IS HERE.

Ride safely: wear a helmet, eye protection and appropriate riding apparel.